

Washington, Tuesday, July 4, 1961

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Presidential Documents

Title 3—THE PRESIDENT

Reorganization Plan No. 3 of 1961

PREPARED BY THE PRESIDENT AND TRANSMITTED TO THE SENATE AND THE HOUSE OF REPRESENTATIVES IN CONGRESS ASSEMBLED, MAY 3, 1961, PURSUANT TO THE PROVISIONS OF THE REORGANIZATION ACT OF 1949, AS AMENDED 1

CIVIL AERONAUTICS BOARD

SECTION 1. Authority to delegate. (a) In addition to its existing authority, the Civil Aeronautics Board, hereinafter referred to as the "Board", shall have the authority to delegate, by published order or rule, any of its functions to a division of the Board, an individual Board member, a hearing examiner, or an employee or employee board, including functions with respect to hearing, determining, ordering, certifying, reporting or otherwise acting as to any work, business, or matter: Provided, however, That nothing herein contained shall be deemed to supersede the provisions of section 7(a) of the Administrative Procedure Act (60 Stat. 241), as amended.

(b) With respect to the delegation of any of its functions, as provided in sub-

section (a) of this section, the Board shall retain a discretionary right to review the action of any such division of the Board, individual Board member, hearing examiner, employee or employee board, upon its own initiative or upon petition of a party to or an intervenor in such action, within such time and in such manner as the Board shall by rule prescribe: *Provided, however*, That the vote of a majority of the Board less one member thereof shall be sufficient to bring any such action before the Board for review.

(c) Should the right to exercise such discretionary review be declined, or should no such review be sought within the time stated in the rules promulgated by the Board, then the action of any such division of the Board, individual Board member, hearing examiner, employee or employee board, shall, for all purposes, including appeal or review thereof, be deemed to be the action of the Board.

SEC. 2. Transfer of functions to the Chairman. In addition to the functions transferred by the provisions of Reorganization Plan No. 13 of 1950 (64 Stat. 1266), there are hereby transferred from the Board to the Chairman of the Board the functions of the Board with respect to the assignment of Board personnel, including Board members, to perform such functions as may have been delegated by the Board to Board personnel, including Board members, pursuant to section 1 of this reorganization plan.

[F.R. Doc. 61-6235; Filed, July 3, 1961; 8:50 a.m.]

¹Effective July 3, 1961, under the provisions of section 6 of the act; published pursuant to section 11 of the act (63 Stat. 203; 5 U.S.C. 133z).

Rules and Regulations

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service and Agricultural Stabilization and Conservation Service (Marketing Agreements and Orders), Department of Agriculture

[Nectarine Order 5, Amdt. 1]

PART 937—NECTARINES GROWN IN CALIFORNIA

Limitation of Shipments

Findings. 1. Pursuant to the marketing agreement and Order No. 37 (7 CFR) Part 937) regulating the handling of nectarines grown in the State of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Nectarine Administrative Committee, established under the aforesaid marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of nectarines of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the

2. It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rulemaking procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that, as hereinafter set forth, the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient: and this amendment relieves restrictions on the handling of the Panamint variety of nectarines.

It is, therefore, ordered, That the provisions of § 937.326 (Nectarine Order 5; 26 F.R. 4603) are hereby amended as follows:

- 1. In paragraph (b) (1), the variety "Panamint" is deleted.
- 2. A new paragraph (b) (3) reading as follows is added:
- (3) During the period beginning at 12:01 a.m., P.s.t., July 4, 1961, and ending at 12:01 a.m., P.s.t., November 1, 1961, no handler shall handle any package or container of Panamint nectarines unless:
- (i) Such nectarines, when packed in a No. 26 standard lug box, or in a No. 27 standard lug box, are of a size that will pack, in accordance with the requirements of a standard pack, not more than 108 nectarines in the respective lug box; or
- (ii) Such nectarines, when packed in any container other than in a No. 26

standard lug box, or in a No. 27 standard lug box, measure not less than two (2) inches in diameter: *Provided*, That not to exceed ten (10) percent, by count, of the nectarines in any such container may fail to meet such diameter requirement.

The provisions of this amendment shall become effective at 12:01 a.m., P.s.t., July 4, 1961.

(Secs. 1-19, 48 Stat. 31, as amended: 7 U.S.C. 601-674)

Dated: July 3, 1961.

G. R. Grange, 'Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61-6356; Filed, July 3, 1961; 11:33 a.m.]

[Nectarine Order 6, Amdt. 1]

PART 937—NECTARINES GROWN IN CALIFORNIA

Limitation of Shipments

Findings. 1. Pursuant to the marketing agreement and Order No. 37 (7 CFR Part 937) regulating the handling of nectarines grown in the State of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Nectarine Administrative Committee, éstablished under the aforesaid marketing agree-ment and order, and upon other available information, it is hereby found that the limitation of shipments of nectarines of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the

2. It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rulemaking procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that, as hereinafter set forth, the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient; and this amendment relieves restrictions on the handling of the Early Le Grand variety of nectarines.

It is, therefore, ordered, That the provisions of paragraph (b) (1) of § 937.327 (Nectarine Order 6; 26 F.R. 4604) are hereby amended to read as follows:

(b) Order. (1) During the period beginning at 12:01 a.m., P.s.t., July 4, 1961, and ending at 12:01 a.m., P.s.t., November 1, 1961, no handler shall

handle any package or container of Early Le Grand nectarines unless:

(i) Such nectarines, when packed in a No. 26 standard lug box, or in a No. 27 standard lug box, are of a size that will pack, in accordance with the requirements of a standard pack, not more than 88 nectarines in the respective lug box; or

(ii) Such nectarines, when packed in any container other than in a No. 26 standard lug box, or in a No. 27 standard lug box, measure not less than two and one-quarter (2½) inches in diameter: Provided, That not to exceed ten (10) percent, by count, of the nectarines in any such container may fail to meet such diameter requirement.

The provisions of this amendment shall become effective at 12:01 a.m., P.s.t., July 4, 1961.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: July 3, 1961.

G. R. GRANGE,
Acting Director, Fruit and Vegetable Division, Agricultural
Marketing Service.

[F.R. Doc. 61-6357; Filed, July 3, 1961; 11:33 a.m.]

Title 5---ADMINISTRATIVE PERSONNEL

Chapter I-Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Treasury Department

Effective upon publication in the Federal Register, subparagraph (16) is added to paragraph (a) of § 6.303 as set out below.

§ 6.303 Treasury Department.

(a) Office of the Secretary. * * * (16) The Director, Office of Tax Analysis.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERV-ICE COMMISSION,

[SEAL] MARY V. WENZEL,

Executive Assistant to the Commissioners.

[F.R. Doc. 61-6230; Filed, July 3, 1961; 8:49 a.m.]

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Department of Health, Education, and Welfare

Effective upon publication in the Federal Register, subparagraph (17) is added to paragraph (a) of § 6.314 as set out below.

§ 6.314 Department of Health, Education, and Welfare.

(a) Office of the Secretary. • • •

(17) One Confidential Secretary to one of the Special Assistants to the Secretary authorized under subparagraph (6) of this paragraph.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

> UNITED STATES CIVIL SERV-ICE COMMISSION.

MARY V. WENZEL, [SEAL]

Executive Assistant to the Commissioners.

[F.R. Doc. 61-6229; Filed, July 3, 1961; 8:49 a.m.]

Title 14—AERONAUTICS AND

Chapter III—Federal Aviation Agency

SUBCHAPTER E-AIR NAVIGATION REGULATIONS

[Reg. Docket No. 786; Amdt. 76]

PART 610-MINIMUM EN ROUTE IFR ALTITUDES

Miscellaneous Amendments

This amendment is being adopted to insure the safety of IFR operations by establishing the minimum en route IFR altitudes for the route or portions thereof contained herein, and the altitudes which assure navigational coverage that is adequate and free of frequency interference for such routes or portions thereof.

As a situation exists which demands immediate action in the interest of safety, I find that compliance with the notice, public procedure and effective date provisions of the Administrative Procedure Act would be impracticable.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 610 is hereby amended as follows:

Section 610.12 Green Federal airway 2 is amended to delete:

From Nibbe, Mont., FM; to Miles City, Mont., LFR, eastbound only; MEA 5,000.

Section 610.101 Amber Federal airway 1 is amended to read in part:

From *Hinchinbrook, Alaska, LFR; to **Whittier INT, Alaska; MEA 4,900. *3,000-MCA Hinchinbrook LFR, westbound westbound. MCA **8,600-MCA Whittier INT, westbound.

Section 610.115 Amber Federal airway 15 is amended to read:

From U.S.-Canadian Border; to Annette Island, Alaska, LFR; MEA 4,900.

Section 610.223 Red Federal airway 23 is amended to read in part:

From U.S.-Canadian Border; to Buffalo, N.Y., LF/RBN; MEA 2,300.

Section 610.294 Red Federal airway 94 is deleted.

Section 610.626 Blue Federal airway 26 is amended to read in part:

From *Willow INT, Alaska; to Talkeetna, Alaska, LF/RBN; MEA 4,800. Willow INT, northbound. *2.500-MCA

From *Talkeetna, Alaska, LF/RBN; to Summit, Alaska, LFR; MEA 10,000. *6,400— MCA Talkeetna LF/RBN, northbound.

Section 610.638 Blue Federal airway 38 is amended to read in part:

From Five Finger, Alaska, LF/RBN; to Sisters Island, Alaska, LF/RBN; MEA 7,000.

From Sisters Island, Alaska, LF/RBN; to Gustavus, Alaska, LFR; MEA 4,500. •Gustavus, *7,000-MCA Gustavus LFR, northeastbound.

Section 610.679 Blue Federal airway 79 is amended to read in part:

From U.S.-Canadian Border; to Annette Island, Alaska, LFR; MEA 4,200.

Section 610.1001 Direct routes-U.S. is amended to delete:

From Greenville, S.C., LFR; to Spartanburg, S.C., LFR; MEA 2,300.
From Atlanta, Ga., VOR; to Savannah, Ga.,

VOR: MEA 6,400.

From Dana INT, N.C., to Greenville, S.C., LFR: 5,000.

From Bryan, Tex., LFR; to Smithville, Tex., LF/RBN; MEA 1,700.

From Bryan, Tex., LFR; to Tyler, Tex., LFR; MEA 2,000.

From Enid, Okla., Vance VOR; to Okla. City, Okla., VOR; MEA 2,500. From Enid, Okla., Vance VOR; to Ponca

City, Okla., VOR; MEA 3,100.
From Ft. Smith, Ark., VOR; to Tulsa, Okla VOR (TUL-140 and FSM-278); MEA *2,800. *2,400-MOCA.

From Gage, Okla., LFR; to Ponca City, Okla., LF/RBN; MEA 3,600.

From Lansing, Mich., LFR; to Bangor, Mich., FM; MEA 3,000.

From Richmond, Ind., LF/RBN; to Morgantown INT, Ind.; MEA 2,500.

From Selfridge, Mich., AFB LFR; to Good-

rich INT, Mich., via NW crs.; MEA 2,500.
From Austin, Tex., LF/RBN; to Bryan,
Tex., LFR; MEA 2,000.

From Austin, Tex., LF/RBN; to San Angelo, Tex., LFR; MEA 3,100.
From Austin, Tex., VOR; to Bass INT, Tex.;

MEA *3,500. *3,000—MOCA. From Bass INT, Tex.; to Johnson City INT,

Tex.; MEA *4,000. *2,700—MOCA. From Beaumont, Tex., LFR; to Galveston, Tex., LFR; MEA 1,400.

From Brownsville, Tex., LFR; to Int. W crs Brownsville, Tex., LFR and SE crs, Laredo,

Tex., LFR; MEA 2,000. From Dallas, Tex., VOR; to Leona, Tex., VOR (LOA 344/DAL 146); MEA 3,000.

From Dallas, Tex., VOR; to Leona, Tex., VOR (LOA 329/DAL 161); MEA 3,000.

From Houston, Tex., VOR; to Leona, Tex., VOR: MEA 2,500.

From Leona, Tex., VOR; to Magnolia INT, Tex.; MEA 2,000.

From Leona, Tex., VOR; to New Waverly INT, Tex.; MEA *2,800. *1,500—MOCA. From Laredo, Tex., LFR; to Int. SE Laredo LFR and W crs Brownsville, Tex., LFR; MEA

From Longview, Tex., VOR; to Lufkin, Tex., VOR; MEA 1,900.

From Marfa, Tex., VOR: to Wink, Tex., VOR; MEA 8,800.

From Palacios, Tex., VOR; to Int. CRP-VOR 011 and PSX-VOR 262; MEA *2,300. *1.500—MOCA.

From Sealy INT, Tex.; to College Station, Tex., VOR; MEA 2,000.

Section 610.1001 Direct routes-U.S. is amended by adding:

From Battle Creek, Mich., VOR: to Centerville INT, Mich.; MEA 2,100.
From Battle Creek, Mich., VOR; to Sher-

wood INT, Mich.; MEA 2,100.

From Battle Creek, Mich., VOR; to Kalamazoo, Mich., VOR; MEA 2,100.
From Kalamazoo, Mich., VOR; to Lawton

INT, Mich.; MEA 2,100.

From Kalamazoo, Mich., VOR; to Centerville INT, Mich.; MEA 2,100.

From Kalamazoo, Mich., VOR; to Long Lake INT, Mich.; MEA 2,300.
From Int. NW crs, Dallas (Love Field),

Tex., ILS loc., to Benbrook, Tex., VOR; MEA

From Int. 174 M rad. Addison, Tex., VOR and 063 M rad. Benbrook, VOR; to Lucas INT, Tex.: MEA 1.900.

From Sarasota, Fla., VOR; to Arcadia INT, Fla.; MEA *1,300. *1,200—MOCA. From Sarasota, Fla., VOR; to Lakeland,

Fla., VOR; MEA 1,600.

From McAllen, Tex., VOR; to Brownsville, Tex., VOR; MEA 2,000.

From McAllen, Tex., VOR; to Laredo, Tex., VOR; MEA *3,500. *1,900—MOCA. From McAllen, Tex., VOR; to Harlinger,

Tex., VOR: MEA 1.500.

From McAllen, Tex., VOR; to Armstrong INT, Tex.; MEA *2,000. *1,500—MOCA. From Muskogee, Okla., LF/RBN; to Tulsa, Okla., VOR: MEA 2,200.

From Fort Smith, Ark., VOR; to Muskogee, Okla., LF/RBN; MEA 2,400.

Section 610.1001 Direct routes-U.S. is amended to read in part:

From Farmington, N. Mex., VOR; to Grants,

N. Mex., VOR; MEA 12,000.
From Gulfport, Miss., VOR; to Dog INT, Miss.; MEA *2,700. *1,400-MOCA.

Section 610,6002 VOR Federal airway 2 is amended to delete:

From Nibbe, Mont., FM; to Miles City, Mont., VOR; eastbound only; MEA 5,000.

Section 610.6002 VOR Federal airway 2 is amended to read in part:

From Lone Rock, Wis., VOR to Morey INT, Wis.; MEA *2,700. *2,300—MOCA. From Morey INT, Wis.; to Marshall INT,

Wis.; MEA 2,700. From Marshall INT, Wis.; to Watertown INT, Wis.; MEA 2,100.

From Watertown INT, Wis.; to Milwaukee. Wis., VOR: MEA 2,000.

From Milwaukee, Wis., VOR, via S alter.; to *Sunfish INT, Wis., via S alter.; MEA 2,700.

Section 610.6033 VOR Federal airway 3 is amended to read in part:

From Raleigh-Durham, N.C., VOR; to *Chase City INT, Va.; MEA **3,500. *3,500—
MCA Chase City INT, southbound. **1,700—

Section 610.6004 VOR Federal airway 4 is amended to read in part:

From Baker, Oreg., VOR; to *Payette INT, Idaho; MEA 9,000. *11,000—MRA.

From Payette INT, Idaho; to Boise, Idaho, VOR; northwestbound, MEA 9,000; southeastbound, MEA 5,500.

Section 610.6006 VOR Federal airway 6 is amended to read in part:

From Oakland, Calif., VOR; to College INT, Calif.; MEA 4,000.

From College INT, Calif.; to Bay Point INT, Calif.; MEA 5,000.

From Grand Island, Nebr., VOR; to Touhy INT, Nebr.; MEA *3,700. *3,200-MOCA.

From Touhy INT, Nebr.; to Mead INT, Nebr.; MEA *2,700. *2,400-MOCA.

From Mead INT, Nebr.; to Omaha, Nebr., VOR: MEA 2,700.

From North Platte, Nebr., VOR; to *Eddyville INT, Nebr.; MEA **4,800. *4,800-MRA. **4.300-MOCA.

Section 610.6007 VOR Federal airway 7 is amended to read in part:

From *Taylor INT, Wis.; to Racine INT, Wis.; MEA **3,000. *4,500-MCA Taylor INT, southbound. **2,000-MOCA.

From Racine INT, Wis.; to Oakwood INT, Wis.; MEA 2,000.

From Taylor INT, Wis., via E alter.; to Racine INT, Wis., via E alter.; MEA *3,000. *2,000—MOCA.

From Racine INT, Wis., via E alter.; to Oakwood INT, Wis., via E alter.; MEA 2,000.

Section 610.6008 VOR Federal airway 8 is amended to read in part:

From Grand Island, Nebr., VOR; to Touhy INT, Nebr.; MEA *3,700. *3,200-MOCA.

From Touhy INT, Nebr., to Mead INT, Nebr.; MEA *2,700. *2,400—MOCA.

From Mead INT, Nebr.; to Omaha, Nebr., VOR; MEA 2,700.

From Goshen, Ind., VOR; to Garrett INT,

Ind.; MEA *3,000. *2,300—MOCA.
From Garrett INT, Ind.; to Antwerp INT,
Ohio; MEA *3,500. *2,000—MOCA.
From Antwerp INT, Ohio; to Findlay, Ohio,

VOR; MEA 2,000.

Section 610.6009 VOR Federal airway 9 is amended to read in part:

From Greenwood, Miss., VOR, via W alter to Savage INT, Miss., via W alter.; MEA *2,500. *1,600—MOCA.

From Savage INT, Miss., via W alter.; to Memphis, Tenn., VOR, via W alter.; MEA

Section 610.6013 VOR Federal airway 13 is amended to read in part:

From Shreveport, La., VOR, via W alter.; to Caddo Lake INT, Tex., via W alter.; MEA 2.000.

Section 610.6016 VOR Federal airway 16 is amended to read in part:

From Almyra INT, Ark.; to Walls INT, Tenn.; MEA *2,500. *1,500—MOCA. From Walls INT, Tenn.; to Memphis, Tenn.,

VOR; MEA 1,500.

From *St. Charles INT, Ark., via S alter.; to Norfolk INT, Miss., via S alter.; MEA **3,000. *3,000—MRA. **1,600—MOCA.

From Norfolk INT, Miss., via S alter.; to Memphis, Tenn., VOR, via S alter.; MEA

From Bolivar INT, Tenn., via S alter.; to Selmer INT, Tenn., via S alter.; MEA *3,000. *1,500—MOCA.

Section 610.6018 VOR Federal airway 18 is amended to read in part:

From Caddo Lake INT, La.; to Shreveport, La., VOR; MEA 2,000.

Section 610.6020 VOR Federal airway 20 is amended to read in part:

From Homer INT, Ga., via N alter.; to Elizabeth INT, Ga., via N alter.; MEA *3,500. *3,000---MOCA

Section 610.6022 VOR Federal airway 22 is amended to read in part:

From Marianna, Fla., VOR, via N alter.; to *Calvary INT, Fla., via N alter.; MEA **2,500. *2,500—MRA. **2,300—MOCA.

From Calvary INT, Fla., via N alter.; to

*Reno INT, Ga., via N alter.; MEA **4,500. *4,500—MRA. **1,300—MOCA. From Reno INT, Ga., via N alter.; to Greenville INT, Ga., via N alter.; MEA *4,500. *1.300-MOCA.

Section 610.6023 VOR Federal airway 23 is amended to read in part:

From Sacramento, Calif., VOR; to *Capital INT, Calif.; MEA 2,000. *3,000-MRA.

From *Silver Lake INT, Oreg.; to Rainier INT, Wash.; MEA 5,000. *6,500—MRA. From *Silver Lake INT, Oreg., via W alter.; to Mayfield INT, Wash., via W alter.; MEA 5,000. *6,500-MRA.

From Mayfield INT, Mich., via W alter.; to Olympia, Wash., VOR via W alter.; southbound MEA 5,000; northbound, MEA 4,000.

From Olympia, Wash., VOR via W alter.; to Seattle, Wash., VOR via W alter.; MEA

Section 610.6025 VOR Federal airway 25 is amended to delete:

From Mission Bay, Calif., VOR via E alter.; to Redfin INT, Calif., via E alter.; MEA 2,500. From Redfin INT, Calif., via E alter.; to Triton INT, Calif., via E alter.; MEA *2,500. *2,000-MOCA.

From Triton INT, Calif., via E alter.; to Pacific INT, Calif., via E alter.; MEA *3,000. 2,000-MOCA.

From Pacific INT, Calif., via E alter; to. Albacore INT, Calif., via E alter.; MEA *4,000. *2,000---MOCA.

From Long Beach, Calif., VOR via E alter.; to Los Angeles, Calif. VOR via E alter.; MEA

Section 610.6025 VOR Federal airway 25 is amended by adding:

From Long Beach, Calif., VOR via E alter.: to Hermosa INT, Calif., via E alter.; MEA

Section 610.6026 VOR Federal airway 26 is amended to read in part:

From Loyal INT, Wis., via S alter.; to Wau-

saw, Wis., VOR, via S alter.; MEA 3,000.
From Eau Claire, Wis., VOR; to *Cadott
INT, Wis.; MEA 2,500. *3,500—MRA.
From Cadott INT, Wis.; to Edgar INT, Wis.; MEA 2,500.

Section 610.6027 VOR Federal airway 27 is amended to read in part:

From Hoquiam, Wash., VOR; to Bayside INT, Wash.; MEA 3,500.

From Bayside INT, Wash.; to Seattle, Wash., VOR; MEA 3,000.

Section 610.6030 VOR Federal airway 30 is amended to read in part:

From Milwaukee, Wis., VOR; to *Sunfish INT. Wis.; MEA 2.700. *2.700—MRA.

From Sunfish INT, Wis.; to Pullman, Mich., VOR; MEA 2,700.

Section 610.6035 VOR Federal airway 35 is amended to read in part:

From Tallahassee, Fla., VOR, via E alter .; to *Reno INT, Ga., via E alter.; MEA **2,000. *4,500-MRA. **1,700-MOCA.

Section 610.6045 VOR Federal airway 45 is amended to read in part:

From Cove INT, N.C.; to Pulaski, Va., VOR: MEA 6,000.

Section 610.6046 VOR Federal airway 46 is amended to read in part:

From Riverhead, N.Y., VOR via S alter.: to Beach INT, N.Y., via S alter.; MEA 1,500.

From Beach INT, N.Y., via S alter.; to Hampton, N.Y., VOR via S alter.; MEA 5,000.

Section 610.6048 VOR Federal airway 48 is amended to read in part:

From Peoria, Ill., VOR; to Mora INT, Ill.;

From Mora INT, Ill.; to Pontiac, Ill., VOR; MEA 2.000.

Section 610.6052 VOR Federal airway 52 is amended to read in part:

From Boulder INT, Ill.; to *Cartter INT, III.; MEA **2,800. *2,000-MRA. **1,700-MOCA.

Section 610.6054 VOR Federal airway 54 is amended to read in part:

From *Crandall INT, Tenn.; to Murphy INT, Tenn.; MEA 6,000. *6,000-MCA Crandall INT, eastbound.

From Bolivar INT, Tenn., via N alter.; to Selmer INT, Tenn., via N alter.; MEA *3,000. *1,500—MOCA.

From Selmer INT, Tenn., via N alter.; to Muscle Shoals, Ala., VOR via N alter.; MEA 3,000. *2,000-MOCA.

Section 610.6063 VOR Federal airway 63 is amended to read in part:

From Burlington, Iowa, VOR; to Buffalo INT, Iowa; MEA 2,300.

From Buffalo INT, Iowa; to *Big Rock INT, owa: MEA 3,000. *3,000—MRA. *5,300— Towa: MEA 3.000. MCA Big Rock INT, northeastbound.

Section 610.6092 VOR Federal airway 92 is amended to read in part:

From Plains INT, Va.; to Springfield INT, Va.: MEA 3,000.

From Springfield INT, Va.; to Washington, D.C., VOR; MEA 1,800.

Section 610.6097 VOR Federal airway 97 is amended to read in part:

From Albany, Ga., VOR; to Americus INT, Ga.; MEA 1,600.

From Americus INT, Ga.; to *Junction City INT, Ga.; MEA **3,000. *3,000—MRA. **1,700—MOCA.

From *Clinton INT, Tenn., via W alter.; to Smoky Junction INT, Tenn.; via W alter.; MEA 5,500. *4,500—MCA Clinton INT, MEA northwestbound.

From London, Ky., VOR via E alter.; Union Hall INT, Ky., via E alter.; MEA 2,700. From Union Hall INT, Ky., via E alter.; to *Loglick INT, Ky., via E alter.; MEA **3,500. *3,500—MRA. **2,700—MOCA.

From Loglick INT, Ky., via E alter.; to Falmouth, Ky., VOR via E alter.; MEA *2,600. *2.100---MOCA.

Section 610.6101 VOR Federal airway 101 is amended to read in part:

From Hansel INT, Utah; to Malta INT, Idaho; MEA 11,500.

From Malta INT, Idaho; to *Burley, Idaho. VOR; southeastbound, MEA 11,500; north-westbound, MEA 9,000. *10,000—MCA Burley VOR, southeastbound.

Section 610.6133 VOR Federal airway 133 is amended to read in part:

From Saginaw, Mich., VOR; to *Wheeler INT, Mich.; MEA **3,000. *4,000—MRA. **2.600—MOCA.

From Wheeler INT, Mich.; to Traverse City, Mich., VOR; MEA *3,000. *2,600-MOCA.

Section 610.6136 VOR Federal airman 136 is amended to read in part:

From South Boston, Va., VOR; to Raleigh-Durham, N.C., VOR; MEA 1,900.

Section 610.6140 VOR Federal airway 140 is amended to read in part:

From Casanova, Va., VOR; to Bristow INT, Va.; MEA 3,000.

From Bristow INT, Va.; to Washington, D.C., VOR; MEA 1,800.

Section 610.6143 VOR Federal airway 143 is amended to read in part:

From Mt. Holly INT, N.C., via W alter.; to *Mooresville INT, N.C., via W alter.; MEA 2,400. *2,700-MRA.

From Mooresville INT, N.C., via W alter.; to Barber INT, N.C., via W alter.; MEA *2,700. *2,600-MOCA.

Section 610.6146 VOR Federal airway 146 is amended by adding:

From Providence, R.I., VOR; to Martha's Vineyard, Mass., VOR; MEA 1,500.

From Martha's Vineyard, Mass., VOR; to Nantucket, Mass., VOR; MEA 1,500.

Section 610.6148 VOR Federal airway 148 is amended to read in part:

From Hayes Center, Nebr., VOR; to North Platte, Nebr., VOR; MEA 4,500.

From North Platte, Nebr., VOR; to O'Neill, Nebr., VOR; MEA *5,200. *4,400—MOCA.

Section 610.6152 VOR Federal airway 152 is amended to read in part:

From *Sanford INT, Fla.; to **Lake Helen *2,500-MRA. Fla., MEA 2,000. **2.500---MRA.

Section 610.6154 VOR Federal airway 154 is amended to read in part:

From *Safford INT, Ala.; to Montgomery, VOR; MEA **2,000. *4,500-MRA. **1,500-MOCA.

Section 610.6157 VOR Federal airway 157 is amended to read in part:

From Rocky Mount, N.C., VOR; to Lawrenceville, Va., VOR; MEA 1,600.

Section 610.6159 VOR Federal airway 159 is amended to read in part:

From Cross City, Fla., VOR via W alter. to Greenville INT, Fla., via W alter.; MEA *2,300. *1,200—MOCA.

From Greenville INT, Ga., via W alter.; to Quitman INT, Ga., via W alter.; MEA *4,000. •1.200—MOCA

From Quitman INT, Ga., via W alter.; to Cotton INT, Ga., via W alter.; MEA *2,500. *1.300-MOCA.

From Cotton INT, Ga., via W alter.; to *Hartsfield INT, Ga., via W alter.; MEA 1,600. *2.000---MRA.

From Hartsfield INT, Ga., via W alter.; to Sale INT, Ga., via W alter.; MEA 1,600. *1,800--MRA.

From Sale INT, Ga., via W alter.; to Albany, Ga., VOR via W alter.; MEA 1,600.

Section 610.6167 VOR Federal airway 167 is amended by adding:

From Providence, R.I., VOR; to Hyannis, Mass., VOR: MEA 2,000.

Section 610.6170 VOR Federal airway

170 is amended to read in part: From Milwaukee, Wis., VOR; to *Sunfish INT, Wis.; MEA 2,700. *2,700—MRA. From Sunfish INT, Wis.; to Pullman, Mich.,

VOR: MEA 2,700.

Section 610.6171 VOR Federal airway 171 is amended to read in part:

From Lewis, Ind., VOR, via W alter.; to Danville, Ill., VOR, via W alter.; MEA 2,100.

Section 610.6172 VOR Federal airway 172 is amended to read in part:

From Wolbach, Neb., VOR via N alter.; to Blair INT, Nebr., via N alter.; MEA *4,500. *3,000-MOCA.

From Fremont INT, Nebr.; to Neola, Iowa, VOR; MEA 2,700. *3,000-MRA.

Section 610.6176 VOR Federal airway 176 is amended to read in part:

From Hamilton INT, Ala.; to *Eldridge Section 610.6275 VOR Federa INT, Ala.; MEA **2,000. *2,200—MRA. 275 is amended to read in part: **1,900-MOCA.

From Eldridge INT, Ala.; to Jasper INT,

Ala.; MEA *2,000. *1,900—MOCA. From Maud INT, Ala., via N alter.; to Empire INT, Ala., via N alter.; MEA *4,000. *2,100—MOCA.

Section 610.6216 VOR Federal airway 216 is amended to read in part:

From *Wind Lake INT, Wis.; to Franks-ville INT, Wis.; MEA **3,000. *3,000—MRA. **2,000---MOCA.

From Franksville INT; to Pike INT, Wis.; MEA *4,000. *2,000-MOCA.

From Pike INT, Wis.; to *Sunfish INT, Wis.; MEA **5,000. *2,700-MRA. **2,000-MOCA.

Section 610.6217 VOR Federal airway 217 is amended to read in part:

From Taylor INT, Wis.; to Racine INT, Wis.; MEA *3,000. *2,000—MOCA.

From Racine INT, Wis.; to Milwaukee, Wis., ILS loc.; MEA 2,000.

From Milwaukee, Wis., ILS loc.; to Harbor INT, Wis.; MEA 2,000.
From Collins INT, Wis.; to Green Bay, Wis.,

VOR: MEA 2,400.

Section 610.6218 VOR Federal airway 218 is amended to read in part:

From Keeler, Mich., VOR; to *Cooper INT, Mich.; MEA 2,200. *2,500-MCA Cooper INT, northeastbound.

From Cooper INT, Mich.; to *Hickory INT, Mich.; MEA 3,000. *2,500-MCA Hickory INT, southwestbound.

Section 610.6221 VOR Federal airway 221 is amended to read in part:

From Fort Wayne, Ind., VOR; to Garrett

INT, Ind.; MEA 2,700.
From Garrett INT, Ind.; to Litchfield, Mich., VOR; MEA 2,500.

Section 610.6223 VOR Federal airway 223 is amended to read in part:

From Herndon, Va., VOR; to *Barnesville INT, Md.; MEA 3,000. *4,000—MRA.

From Barnesville INT, Md.; to Harrisburg, Pa., VOR: MEA 3,000.

Section 610.6233 VOR Federal airway 233 is amended to read in part:

From Peoria, Ill., VOR; to *Dunlap INT, Ill.; MEA 2,000. *2,500—MRA.

From Dunlap INT, Ill.; to Bradford, Ill., VOR; MEA 2,100.

From Bradford, Ill., VOR; to Annawan INT, Ill.; MEA 2,100.

From Annawan INT, Ill.; to Cordova, Ill.. VOR: MEA 2.000.

From Cordova, Ill., VOR; to *Big Rock INT, III.; MEA **2,200. *3,000-MRA. MOCA.

Section 610.6244 VOR Federal airway 244 is amended to read in part:

From Sunol INT, Calif., via S alter.; to

Tracy INT, Calif., via S alter.; MEA 5,000. From Tracy INT, Calif., via S alter; to Stockton, Calif., VOR via S alter.; eastbound, MEA 2,000; westbound, MEA 4,000.

Section 610.6257 VOR Federal airway 257 is amended to read in part:

From *Butte, Mont., VOR; to Avon INT, ont.; MEA 9,000. *10,200—MCA Butte Mont.; MEA 9,000. VOR. southbound.

Section 610.6267 VOR Federal airway 267 is amended to read in part:

From *Sanford INT, Fla., via E alter.; to **Lake Helen INT, Fla., via E alter.; MEA 2.000. *2.500—MRA. **2.500—MRA.

Section 610.6275 VOR Federal airway

From Cincinnati, Ohio, VOR via W alter.; to Richmond, Ind., VOR via W alter.; MEA 2,500.

Section 610.6280 VOR Federal airway 280 is amended to read in part:

·From Texico, N. Mex., VOR; to Vega INT, Tex.; MEA *6,000. *5,400-MOCA.

Section 610.6289 VOR Federal airway 289 is amended to read in part:

From Dierks INT, Tex.; to *Greenwood INT, Ark.; MEA 3,800. *4,500-MRA.

Section 610.6422 VOR Federal airway 422 is amended to read in part:

From Wolflake, Ind., VOR; to Garrett INT. Ind.; MEA 2,200.

Section 610.6434 VOR Federal airway 434 is amended to read in part:

From Moline, Ill., VOR; to Elmwood INT, III.: MEA 2,200.

From Elmwood INT, Ill.; to Peoria, Ill., VOR; MEA 2,000.

Section 610.6436 VOR Federal airway 436 is amended by adding:

From *King Salmon, Alaska, VOR; to Copper INT, Alaska; MEA **11,500. *6,000— MCA King Salmon VOR, northeastbound. **6,000—MOCA.

From Copper INT, Alaska; to *Chinitna INT, Alaska; MEA **11,500. *7,700—MCA Chinitna INT, westbound. **6,200—MOCA. From Chinitna INT, Alaska; to Kenai, Alaska, VOR; MEA *3,300. *1,500—MOCA.

From *Chinitna INT, Alaska, via E alter.; to Homer, Alaska, VOR, via E alter.; MEA *7,700-MCA Chinitna INT, west-3,300. bound.

From Homer, Alaska, VOR, via E alter. to Kenai, Alaska, VOR, via E alter.; MEA

Section 610.6437 VOR Federal airway 437 is amended by adding:

From Savannah, Ga., VOR; to Charleston, S.C., VOR: MEA 5,000.

Section 610.6438 VOR Federal airway 438 is amended by adding:

From Shuvak, Alaska, LF/RBN: to Homer. Alaska, VOR; MEA 6,000.

From Homer, Alaska, VOR; to *Skilak INT, Alaska; MEA 4,000. *4,000—MCA Skilak INT, southbound.

From Skilak INT, Alaska; to Anchorage, Alaska, VOR; MEA 1,500.

Section 610.6446 VOR Federal airway 446 is amended to read in part:

From Boulder INT, Ill.; to *Cartter INT, III.; MEA **2,800. *2,000—MRA.

Section 610.6456 VOR Federal airway 456 is amended to read:

From *King Salmon, Alaska, VOR; to *Copper INT, Alaska; MEA ***11,500. **Copper INT, Alaska; *6,000—MCA King Salmon VOR, northeast-bound. **12,000—MCA Copper INT, northbound. **12,000eastbound. ***6,000-MOCA.

From Copper INT, Alaska; to *Harriet INT, Alaska; MEA **13,000. *11,000—MCA Harriet INT, southwestbound. **12,100—MOCA. From Harriet INT, Alaska; to Inlet INT, Alaska; MEA 6,000.

From Inlet INT, Alaska; to Anchorage, Alaska, VOR; MEA 1,500.

Section 610.6462 VOR Federal airway 462 is amended to read in part:

From Houghton, Mich., VOR; to Williams

INT, Mich.; MEA *5,500. *2,500—MOCA. From Williams INT, Mich.; to Whitefish, Mich., VOR; MEA 3,100.

Section 610.6490 VOR Federal airway 490 is amended to read in part:

From Utica, N.Y., VOR; to *Perth INT, N.Y.; MEA **4,000. *4,400—MRA. **3,900— MOCA.

From Perth INT, N.Y.; to Cambridge, N.Y., VOR: MEA *4.000. *3.900-MOCA.

Section 610.6494 VOR Federal airway 494 is amended to read in part:

From *Fallon, Nev., VOR; to Mt. Moses, Nev., VOR; MEA 12,000. *9,000-MCA Fallon VOR, southwestbound.

Section 610.6496 VOR Federal airway 496 is amended to read:

From Utica, N.Y., VOR; to *Perth INT, N.Y.; MEA **4,000. *4,400—MRA. **3,900— MOCA.

From Perth INT, N.Y.; to Glens Falls, N.Y., VOR: MEA 4,400.

Section 610.6506 VOR Federal airway 506 is added to read:

From King Salmon, Alaska, VOR; to Bethel, Alaska, VOR; MEA *9,000. *7,500—

Section 610.6508 VOR Federal airway 508 is added to read:

From Middleton Island, Alaska, VOR; to *Skilak INT, Alaska; MEA 9,000. *6,100— MCA Skilak INT, southeastbound.

From Skilak INT, Alaska; to Kenai, Alaska, VOR: MEA 1.500.

Section 610.6809 VOR Federal airway 809 is amended to read in part:

From Olympia, Wash., VOR; to Mayfield INT, Wash.; southbound, MEA 5,000; northbound, MEA 4,000.

From Mayfield INT, Wash .; to *Silver Lake *6,500-MRA. INT, Oreg.; MEA 5,000.

Section 610.6830 VOR Federal airway 830 is amended to read in part:

From Almyra INT, Ark.; to Walls INT, Tenn.; MEA *2,500. *1,500—MOCA.

From Walls INT, Tenn.; to Memphis, Tenn., VOR; MEA 1,500.

Section 610.6837 VOR Federal airway 837 is amended to delete:

From Patchogue INT, N.Y.; to Riverhead, N.Y., VORTAC; MEA *2,000. *1,600—MOCA.

Section 610.6837 VOR Federal airway 837 is amended to read in part:

From *Pt. Pleasant INT, N.J.; to **Woolf INT, N.J.; MEA ***2,000. *3, **3,000—MRA. ***1,500—MOCA. *3,000-MRA.

Section 610.6843 VOR Federal airway 843 is amended to read in part:

From *Junction City, INT, Ga.; to Americus INT, Ga.; MEA **3,000. *3,000—MRA.

*1,700—MOCA.
From Americus INT, Ga.; to Albany, Ga., VOR; MEA 1,600.

From Albany, Ga., VOR; to *Sale INT, Ga.; MEA 1,600. *1,800—MRA.

From Sale INT, Ga.; to *Hartsfield INT, Ga.; MEA 1,600. *2,000—MRA.

From Hartsfield INT, Ga.; to Cotton INT, Ga.; MEA 1,600.

From Cotton INT, Ga.; to Quitman INT,

From Cotton IN1, Ga.; to Guttman IN1, Ga.; MEA *2,500. *1,300—MOCA.
From Quitman INT, Ga.; to Greenville INT, Fla.; MEA *4,000. *1,200—MOCA.
From Greenville INT, Fla.; to Gross City, Fla., VOR; MEA *2,300. *1,200—MOCA.

From Bowling Green, Ky., VOR; to *Hills-

dale INT, Tenn.; MEA **2,400. *2,400-MRA. **2,000-MOCA.

From Hillsdale INT, Tenn.; to *Hartsville NT, Tenn.; MEA **2,400. *2,800—MRA. *2,000-MOCA.

Section 610.6846 VOR Federal airway 846 is amended to read in part:

From Neola, Iowa, VOR; to *Fremont INT, Nebr.; MEA 2,700. *3,000—MRA.

Section 610.6854 VOR Federal airway 854 is amended to read in part:

From Sacramenta, Calif., VOR; to Rio INT, Calif.: MEA 2.000.

From *Rio INT, Calif.; to Bay Point INT. Calif.; southwestbound, MEA 5,000; northeastbound, MEA 4,000. *4,000-MCA Rio INT, southwestbound.

From Bay Point INT, Calif.; to Oakland, Calif. VOR: MEA 5.000.

Section 610.6885 VOR Federal airway 885 is amended to delete:

From Patchogue INT, N.Y.; to Riverhead, N.Y., VORTAC; MEA *2,000. *1,600—MOCA.

Section 610.6887 VOR Federal airway 887 is amended to read in part:

From Memphis, Tenn., VOR; to Walis INT, Tenn.; MEA 1,500.

From Walls INT, Tenn.; to Almyra INT, rk.; MEA *2,500. *1,500—MOCA. Ark.; MEA *2,500.

Section 610.1642 VOR Federal airway 1642 is amended to read in part:

From Alamosa, Colo., VOR; to Tobe, Colo., VOR; MEA 15,600; MAA 24,000.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

These rules shall become effective July 27, 1961.

Issued in Washington, D.C., on June 26, 1961.

GEORGE C. PRILL. Acting Director, Bureau of Flight Standards.

(F.R. Doc. 61-6148; Filed, July 3, 1961; 8:45 a.m.]

Title 16—COMMERCIAL **PRACTICES**

Chapter I—Federal Trade Commission IDocket 8057 c.o.1

PART 13-PROHIBITED TRADE **PRACTICES**

Bisese & Console, Inc.

Subpart—Discriminating in price under Sec. 2, Clayton Act—Payment or Acceptance of commission, brokerage or other compensation under 2(c): § 13.820 Direct buyers; § 13.822 Lowered price to

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 2, 49 Stat. 1527; 15 U.S.C. 13) [Cease and desist order, Bisese & Console, Inc., Norfolk, Va., Docket 8057, May 16, 1961]

Consent order requiring a Norfolk, Va., wholesale grocer or commission merchant to cease violating section 2(c) of the Clayton Act by accepting unlawful brokerage on its own purchases of citrus fruit and produce, such as a discount of 10 cents per 1% bushel box of citrus fruit or a lower price reflecting brokerage received from packers in Florida.

The order to cease and desist is as follows:

It is ordered, That respondent Bisese & Console, Inc., a corporation, and its officers, representatives and employees, directly or through any corporate or other device, in connection with the purchase of citrus fruit or produce in commerce, as "commerce" is defined in the aforesaid Clayton Act, do forthwith cease and desist from:

Receiving or accepting, directly or indirectly, from any seller, anything of value as a commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, upon or in connection with any purchase of citrus fruit or produce for respondent's own account, or where respondent is the agent, representative, or other inter-mediary acting for or in behalf, or is subject to the direct or indirect control. of any buyer.

By the Commission's decision, report of compliance was required as follows:

It is ordered. That respondent herein shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with the order to cease and desist.

Issued: May 16, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA. Secretary.

[F.R. Doc. 61-6203; Filed, July 3, 1961; 8:46 a.m.]

[Docket 7860 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

National Albums, Inc., et al.

Subpart-Misrepresenting oneself and goods-Goods: § 13.1625 Free goods or services; § 13.1663 Individual's special selection or situation: § 13.1775 Value.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, National Albums, Inc., et al., Los Angeles, Calif., Docket 7860, May 16, 1961]

In the Matter of National Albums, Inc., a Corporation, and Harry Fracter, Harry A. Goldman, Albert Parvin, and Rudy Haber, Individually and as Officers of Said Corporation

Consent order requiring Los Angeles sellers of photograph albums together with certificates for photographs to be taken at independent affiliated studios, through salesmen who called upon mothers of newborn children particularly, to cease making such false representations as that persons solicited were specially selected, were to receive free a photograph album worth \$49.95 and up. and that the value of the album and photographs provided by the certificate was approximately \$165.85.

The order to cease and desist is as follows:

It is ordered, That respondents National Albums, Inc., a corporation, and its officers, and Harry Fracter and Rudy Haber, as individuals or as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of photograph albums or cerificates for photographs, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist

from representing, directly or by implication:

(a) That persons solicited are individually selected, or that they sell only to selected persons:

(b) That their album is given free or without cost;

(c) That the value of the albums is any amount which is in excess of the price at which such albums are usually and customarily sold at retail;

(d) That the value of the photographs is any amount which is in excess of the price at which such photographs are usually and customarily sold at retail;

(e) That the value of the albums and the photographs, sold together, is any amount which is in excess of the price at which said albums and the photographs are usually and customarily sold, as separate items, at retail.

It is further ordered, That the complaint herein, insofar as it concerns respondents Harry A. Goldman and Albert Parvin, as individuals and as officers of respondent corporation, be, and the same hereby is, dismissed.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondents National Albums, Inc., a corporation, and Harry Fracter and Rudy Haber, individually and as officers of said corporation, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: May 16, 1961.

By the Commission.

[SEAL]

JOSEPH W. SHEA, Secretary.

[F.R. Doc. 61-6204; Filed, July 3, 1961; 8:46 a.m.]

[Docket 8054 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Reo Products Manufacturing Corp. et al.

Subpart-Advertising falsely or misleadingly: § 13.15 Business status, advantages, or connections: § 13.15-75 Foreign branches, operations, etc.; § 13.15-235 Producer status of dealer or seller: § 13.15-235(m) Manufacturer; § 13.155 Prices: § 13.155-45 Fictitious marking; § 13.235 Source or origin: § 13.235-60 Place: § 13.235-60(c) Foreign in general. Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055-50 Preticketing merchandise misleadingly. Subpart—Misrepresenting oneself part—Misrepresenting oneself and goods—Prices: § 13.1811 Fictitious preand ticketing. Subpart—Using misleading name-Vendor: § 13.2445 Producer or laboratory status of seller.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Reo Products Manufacturing Corp. et al., Brooklyn, N.Y., Docket 8054, May 16, 1961]

In the Matter of Reo Products Manufacturing Corp., a Corporation, and Milton Cohen, Sam Siegel, Theodore Ribak, and Barnett L. Ribak, Individually and as Officers of Said Corporation

Consent order requiring Brooklyn, N.Y., distributors of cutlery—engaged in fabricating steak knives and carving sets from English knife blades. Japanese fork tines, and American fork tines, sharpening steels, and handles—to cease placing in containers packaging such products, tags and labels bearing fictitious prices represented thereby as usual retail prices; and to cease representing falsely--by their trade name and in catalogs, stationery, invoices, on containers, etc.—that they were manufacturers, that they had a factory in Sheffield, England, and that their aforesaid carving sets were "Made in Sheffield, England".

The order to cease and desist is as follows:

It is ordered, That respondent Reo Products Manufacturing Corp., a corporation, and its officers, and respondents Milton Cohen, Sam Siegel, and Theodore Ribak, individually and as officers of said corporation, and each of them, and repondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of cutlery, forks, sharpening steels or other merchandise, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using the word "manufacturing" or

1. Using the word "manufacturing" or any other word of the same or similar import or meaning as a part of their corporate or trade name or names in connection with products not manufactured by them; or representing in any manner or by any means that they manufacture any article or product that is not manufactured in a factory owned, operated or controlled by them.

2. Representing, directly or indirectly:
(a) By preticketing, or in any other manner, that any amount is the usual and regular retail price of merchandise when such amount is in excess of the price at which said merchandise is usually and regularly sold at retail in the trade area or areas where the representations are made.

(b) That respondents, or any of them, own, operate or control a factory in Sheffield, England, or in any other place where they do not own, operate or control a factory.

(c) That any merchandise offered for sale, sold or distributed by them or any of them, containing parts not manufactured in England, is of English origin, or otherwise misrepresenting the origin of merchandise.

It is further ordered, That the complaint be, and the same hereby is, dismissed as to respondent Barnett L. Ribak.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein, except respondent Barnett L.

Ribak, shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: May 16, 1961.

By the Commission.

Joseph W. Shea, Secretary.

[F.R. Doc. 61-6205; Filed, July 3, 1961; 8:46 a.m.]

[Docket 8187 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Fawcett Publications, Inc., et al.

Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1850 Content; § 13.1880 Old, used, or reclaimed as unused or new: § 13.1880-20 Book titles.

(Sec. 6, Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Fawcett Publications, Inc., et al., New York, N.Y., Docket 8187, May 16, 1961]

In the Matter of Fawcett Publications, Inc., a Corporation, and Wilfred Fawcett and Gordon Fawcett, Individually and as Officers of Said Corporation

Consent order requiring a New York City publisher to cease selling reprints of books from which portions of the text were deleted or for which new titles were substituted without making conspicuous disclosure when such was the case.

The order to cease and desist is as follows:

It is ordered, That respondents Fawcett Publications, Inc., a corporation, and its officers, and respondents Wilfred Fawcett and Gordon Fawcett, individually and as officers of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution of books in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Offering for sale or selling any abridged copy of a book unless one of the following words, "abridged", "abridgement", "condensed" or "condensation", or some other word or phrase stating with equal clarity that said book is abridged, appears in clear, conspicuous type upon the front cover and upon the title page of the book, either in immediate connection with the title or in another position adapted to attract readily the attention of a prospective purchaser.

2. Using or substituting a new title for, or in place of, the original title of a reprinted book, unless a statement which reveals the original title of the book and that it has been published previously under such title appears in clear and conspicuous type upon the front cover and upon the title page of the book, either in immediate connection with the title or in another position adapted to

attract readily the attention of a prospective purchaser.

3. Disseminating advertising pertaining to any abridged copy of a book or to a book reprint having a substitute title, unless such advertising discloses the fact of abridgment or contains a statement revealing the original title and that the book has been previously published thereunder, or both, as the case may be, in clear, conspicuous type either in immediate connection with the title under which the book is sold or in another position adapted to attract readily the attention of a prospective purchaser.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: May 16, 1961.

By the Commission.

[SEAL]

Joseph W. Shea, Secretary.

[F.R. Doc. 61-6206; Filed, July 3, 1961; 8:46 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter 1—Coast Guard, Department of the Treasury

PART 19—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Vessels Operated by Pacific Micronesian Lines, Inc.

CROSS REFERENCE: For promulgation of waiver order § 19.35, see Title 46, Chapter I, Part 154, infra.

Title 43—PUBLIC LANDS:

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX-PUBLIC LAND ORDERS

[Public Land Order 2421]

[Montana 040238]

MONTANA

Partly Revoking Withdrawals for Reclamation Purposes (Sun River Project)

By virtue of the authority contained in section 3 of the act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), it is ordered as follows:

The departmental orders of September 20, 1904, September 20, 1906, and April 30, 1908, which withdrew lands in Montana for reclamation purposes, are

hereby revoked so far as they affect the ness or efficiency of a vessel, stranding following-described lands:

ness or efficiency of a vessel, stranding or grounding. Whenever a vessel collides

PRINCIPAL MERIDIAN

T. 20 N., R. 2 W., Sec. 24, E½SW¼; Sec. 25, E½NW¼.

The areas described aggregate 160 acres.

The lands are included in an allowed homestead entry.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.
June 28, 1961.

[F.R. Doc. 61-6214; Filed, July 3, 1961; 8:47 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter I—Office of Civil and Defense Mobilization

[Defense Mobilization Order VII-7 (Rev.) Amdt. 2]

DMO VII-7—MAINTENANCE OF THE MOBILIZATION BASE (DEPARTMENT OF DEFENSE, ATOMIC ENERGY COMMISSION, AND THE MARITIME ADMINISTRATION)

Abolishment of Defense Facilities Maintenance Board

Defense Mobilization Order VII-7, as revised at 22 F.R. 1483, March 8, 1957, and amended by Amendment 1, 22 F.R. 4386, June 21, 1957, is hereby further amended by deleting section 7, Establishment of the Defense Facilities Maintenance Board.

Dated: June 23, 1961.

FRANK B. ELLIS, Director.

[F.R. Doc. 61-6223; Filed, July 3, 1961; 8:48 a.m.]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 61-26]

REPORTS OF CASUALTIES AND ACCIDENTS

Miscellaneous Amendments to Chapter

Reports of casualties or accidents occurring on or to vessels are required by Title 33, U.S. Code, section 361, or Title 46, U.S. Code, subsection 526L(c), and vessel inspection regulations in 46 CFR Subparts 35.15, 78.07, 97.07, and 136.05 and § 167.65-65, precedent to an investigation under Title 46, U.S. Code, section 239. A written report is required whenever any vessel is involved in a casualty or accident involving loss of life, material loss of property, serious injury to any person, damage affecting the seaworthi-

ness or efficiency of a vessel, stranding or grounding. Whenever a vessel collides with an aid to navigation under the jurisdiction of the Coast Guard, the officer in charge shall report such collision to the nearest Officer in Charge, Marine Inspection; however, no report on Form CG-2692 is required unless it is a reportable marine casualty.

A paper work survey within the Coast Guard has been conducted and specialists from the General Services Administration were consulted. One of the recommendations from this project dealt with the reporting of vessel casualties and personal accidents. A new casualty classification system was devised and the forms used in submitting casualty reports have been rewritten. The major change in the forms is to have all deaths and serious injuries to persons reported on Form CG-924E (Report of Personal Injury or Loss of Life) while the reports involving vessels will continue to be reported on a revised Form CG-2692 (Report of Vessel Casualty or Accident). In addition the Coast Guard endorsements have been removed from both forms. The format and information required to be reported on Forms CG-924E and CG-2692 have been expanded to provide a better understanding of the accident and revised to agree with the new casualty classification system. Where possible, the format of the new forms are alike, individual questions use the same wording, and where possible blocks" are utilized.

In order to augment the use of the revised Forms CG-924E and CG-2692, minor changes to various vessel inspection regulations are necessary and are set forth in this document as amendments to 46 CFR 2.20-60, 35.15-1, 78.07-5, 78.07-10, 97.07-5, 97.07-10, 136.05-10, and 167.65-65. These changes are considered to be administrative and editorial in nature and do not alter the requirements for reporting marine casualties and accidents. Therefore, it is found that the Coast Guard is exempt from compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof).

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), 167-14, dated November 26, 1954 (19 F.R. 8026), CGFR 56-28, dated July 24, 1956 (21 F.R. 5659), and 167-38, dated October 26, 1959 (24 F.R. 8857), to promulgate rules and regulations in accordance with the statutes cited below, the following amendments are prescribed and shall be in effect on and after September 1, 1961:

SUBCHAPTER A-PROCEDURES APPLICABLE TO THE PUBLIC

PART 2—VESSEL INSPECTIONS

Subpart 2.20—Reports and Forms

Section 2.20-60 is amended by revising paragraphs (a), (b), and (c) to read as follows:

§ 2.20-60 Reports of casualties and accidents.

(a) General. Reports of casualties or accidents occurring on or to vessels are required by Title 33, U.S. Code, section 361, or Title 46, U.S. Code, subsection 526L(c), and the regulations supplementary thereto in Subparts 35.15, 78.07, 97.07, and 136.05, and § 167.65-65 of this chapter, precedent to an investigation under Title 46, U.S. Code, section 239. A written notice is required from the master, owner, agent, or operator of a vessel to the Officer in Charge, Marine Inspection, at or nearest the port where the casualty or accident occurred as soon as possible after the casualty or accident. A report is required whenever any vessel is involved in a casualty or accident involving loss of life, material loss of property, serious injury to any person, damage affecting the seaworthiness or efficiency of a vessel, stranding or grounding. Whenever a vessel collides with an aid to navigation the officer in charge shall report such collision to the nearest Officer in Charge, Marine Inspection; however, no report on Form CG-2692 is required unless it is a reportable marine casualty for other reasons.

(b) Personal accidents. The officer in charge of a vessel reports personal accidents on Form CG-924E (Report of Personal Injury or Loss of Life) whenever there is a loss of life on board a vessel or an accident occurs to passengers, members of the crew, and other persons who may be injured on board a vessel and incapacitated for a period in excess of 72 hours. This Form CG-924E should not be submitted if the accident involves a vessel numbered under the Federal Boating Act of 1958 when the Form CG-3865 (Boating Accident Report) should be submitted. If filed without delay, the Form CG-924E may also provide the notice required by other regulations in this chapter.

(c) Vessel casualties. The officer in charge of a vessel reports on Form CG-2692 (Report of Vessel Casualty or Accident) when accidents or casualties involve damage affecting seaworthiness of a vessel, stranding or grounding, or material property damage in excess of \$1,500. This Form CG-2692 should not be submitted if the accident involves a vessel numbered under the Federal Boating Act of 1958 when the Form CG-3865 (Boating Accident Report) should be submitted. If filed without delay, the Form CG-2692 may also provide the notice required by other regulations in this chapter. If a vessel casualty occurs which involves loss of life, the officer in charge of a vessel shall submit with complete Form CG-2692 a separate completed Form CG-924E for each person killed or injured.

(R.S. 4405, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4450, as amended, secs. 13, 17, 54 Stat. 166, as amended, sec. 10, 18 Stat. 128, as amended; 46 U.S.C. 239, 526L(c), 526p, 33 U.S.C. 361; E.O. 10402, 17 F.R. 9917; 3 CFR 1952 Supp.)

SUBCHAPTER D—TANK VESSELS PART 35—OPERATIONS

Subpart 35.15—Casualty or Accident Reports

Section 35.15-1 is amended by revising paragraphs (b) and (c) to read as follows:

§ 35.15-1 Notice of casualty and voyage records—TB/ALL.

(b) The notice required by paragraph (a) of this section shall show the name and official number of the vessel involved, the owner or agent thereof, the nature and probable occasion of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

(c) In addition to the notice required by paragraph (a) of this section, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: Provided, That when from distance it may be inconvenient to report in person it may be done in writing only. The written report required for personal accident shall be made on Form CG-924E and submitted for each individual injured and each loss of life. For all other vessel casualties the written report shall be made on Form CG-2692.

Note: If filed without delay, the Form CG-924E or CG-2692 may also provide the notice required by paragraph (a) of this section.

(R.S. 4405, as amended, 4417a, as amended, 4462, as amended; 46 U.S.C. 375, 391a, 416. Interpret or apply R.S. 4450, as amended, 4488, as amended, secs. 13, 17, 54 Stat. 166, as amended, sec. 10, 18 Stat. 128, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 239, 461, 526L(c), 526p, 33 U.S.C. 361, 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917, 3 CFR 1952 Supp.)

SUBCHAPTER H-PASSENGER VESSELS

PART 78—OPERATIONS

Subpart 78.07—Notice of Casualty and Voyage Records

1. Section 78.07-5(a) is amended to read as follows:

§ 78.07-5 Information required.

- (a) The notice required by § 78.07-1 shall show the name and official number of the vessel involved, the owner or agent thereof, the nature and probable occasion of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.
- 2. Section 78.07-10 is amended to read as follows:

§ 78.07-10 Written report.

(a) In addition to the notice required by § 78.07-1, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival. However, if from a distance it may be inconvenient to report in person, it may be done in writing only. The written report required for personal accident shall be made on Form CG-924E and submitted for each individual injured and each loss of life. For all other vessel casualties the written report shall be made on Form CG-2692.

(b) If filed without delay, the Form CG-924E or CG-2692 may also provide the notice required by § 78.07-1.

(R.S. 4405, as amended, 4462, as amended; 46°U.S.C. 375, 416. Interpret or apply R.S. 4450, as amended, 4488, as amended, secs. 1, 2, 49 Stat. 1544, as amended, secs. 13, 17, 54 Stat. 166, as amended, sec. 3, 54 Stat. 347, as amended, sec. 10, 18 Stat. 128, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 239, 481, 367, 526L(c), 526p, 1333, 33 U.S.C. 361, 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917, 3 CFR 1952 Supp.)

SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS

PART 97—OPERATIONS

Subpart 97.07—Notice of Casualty and Voyage Records

1. Section 97.07-5(a) is amended to read as follows:

§ 97.07-5 Information required.

- (a) The notice required by § 97.07-1 shall show the name and official number of the vessel involved, the owner or agent thereof, the nature and probable occasion of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.
- 2. Section 97.07-10 is amended to read as follows:

§ 97.07-10 Written report.

- (a) In addition to the notice required by § 97.07-1, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival. However, if from a distance it may be inconvenient to report in person, it may be done in writing only. The written report required for personal accident shall be made on Form CG-924E and submitted for each individual injured and each loss of life. For all other vessel casualties the written report shall be made on Form CG-2692.
- (b) If filed without delay, the Form CG-924E or CG-2692 may also provide the notice required by § 97.07-1.
- (R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4450, as amended, 4488, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, secs. 13, 17, 54 Stat. 166, as amended, sec. 10, 18 Stat. 128, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 239, 481, 367, 526L(c), 526p, 33 U.S.C. 361, 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917, 3 CFR 1952 Supp.)

SUBCHAPTER K—MARINE INVESTIGATIONS AND SUSPENSION AND REVOCATION PROCEED-

PART 136-MARINE INVESTIGATION REGULATIONS

Subpart 136.05—Notice of Marine Casualty and Voyage Records

Section 136,05-10 is amended to read as follows:

§ 136.05-10 Report by officer in charge of vessel in person.

(a) In addition to the notice required by § 136.05-1, the person in charge of the vessel shall, as soon as possible report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: Provided. That when from distance it may be inconvenient to report in person it may be done in writing only. written report required for personal accident shall be made on Form CG-924E and submitted for each individual injured and each loss of life. For all other vessel casualties the written report shall be made on Form CG-2692.

(b) If filed without delay, the Form CG-924E or CG-2692 may also provide the notice required by § 136.05-1.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4450, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, secs. 13, 17, 54 Stat. 166, as amended, sec. 3, 70 Stat. 152, sec. 10, 18 Stat. 128, as amended, sec. 3, 68 Stat. 675, 46 U.S.C. 239, 367, 526L(c), 526p, 390b, 33 U.S.C. 361, 50 U.S.C. 198)

SUBCHAPTER R-NAUTICAL SCHOOLS

PART 167—PUBLIC NAUTICAL SCHOOL SHIPS

Subpart 167.65—Special Operating Requirements

Section 167.65-65 is amended by revising paragraphs (b) and (c) to read as follows:

§ 167.65-65 Notice of casualty and voyage records.

(b) The notice required by paragraph (a) of this section shall show the name and official number (if any) of the nautical school ship involved, the owner or agent thereof, the nature and probable occasion of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

(c) In addition to the notice required by paragraph (a) of this section, the person in charge of the nautical school ship shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: Provided, That when from distance it may be inconvenient to report in person it may be done in writing only. The written report required for personal accident shall be made on Form CG-924E and submitted for each individual injured and each loss of life. For all other vessel casualties

the written report shall be made on Form CG-2692.

Note: If filed without delay, the Form CG-924E or CG-2692 may also provide the notice required by paragraph (a) of this section.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4450, as amended, 4468, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, secs. 13, 17, 54 Stat. 166, as amended, sec. 10, 18 Stat. 128, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 239, 481, 363, 367, 526L(c), 526p, 33 U.S.C. 361, 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917, 3 CFR, 1952 Supp.)

Dated: June 29, 1961.

[SEAL] J. A. HIRSHFIELD, Vice Admiral, U.S. Coast Guard, Acting Commandant.

[F.R. Doc. 61-6224; Filed, July 3, 1961; 8:48 a.m.]

SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS DURING EMERGENCY
[CGFR 61-29]

PART 154—WAIVERS OF NAVIGA-TION AND VESSEL INSPECTION LAWS AND REGULATIONS ¹

Vessels Operated by Pacific Micronesian Lines, Inc.

The Assistant Secretary of Defense, Installations and Logistics, in a letter to the Secretary of the Treasury dated June 20, 1961, requested a general waiver of navigation and vessel inspection laws of the United States as follows:

Each year since 1951, the Secretary of Defense has recommended a waiver of the vessel inspection laws of the United States for certain vessels operating in the waters of the Trust Territory. This is to recommend such a waiver for the forthcoming fiscal year.

It has been deemed necessary in the interest of national defense to request pursuant to the provisions of Public Law 891, 81st Congress (54 Stat. 1120), that the requirements of the navigation and inspection laws relating to licensed and unlicensed personnel, passenger quarters, crew quarters, the number of passengers allowed to be carried on freight vessels, technical requirements for stowage for certain dangerous cargoes and, in addition for vessels of U.S. registry, the requirements for U.S. Coast Guard type approval of lifeboats and their stores, and the making of repairs, alterations or replacements ordinarily requiring U.S. Coast Guard approval in foreign countries, be waived for the period July 1, 1961 to June 30, 1962, for vessels which are or will be operated by the Pacific Micronesian Lines, Incorporated, for the Department of the Interior in Trust Territory waters.

In two respects, this waiver will differ from the waiver issued for the current fiscal year. Waiver of minor technical requirements for stowage for certain dangerous cargoes is requested because, due to the small size of the vessels involved, it is not always possible to meet the detailed stowage requirements. It is at times more suitable to transport small quantities of explosives in portable magazines on deck due to other non-compatible cargo being in the hold. The provision for foreign repairs, alterations or replacements has been included because the U.S.-registered vessel does all dry docking and repair work in foreign shipyards and it is necessary to

accept foreign materials and parts. This request for waiver applies only to structural features and not to portable equipment requiring U.S. Coast Guard type approval.

Section 1 of the act of December 27, 1950 (64 Stat. 1120, 46 U.S.C., note preceding 1), states in part as follows:

That the head of each department or agency responsible for the administration of the navigation and vessel-inspection laws is directed to waive compliance with such laws upon the request of the Secretary of Defense to the extent deemed necessary in the interest of national defense by the Secretary of Defense. * * *

By Department of Defense Directive 5100.21, dated April 9, 1959 (24 F.R. 2912), as amended by Department of Defense Directive 5126.22 (26 F.R. 1922-1924), the Secretary of Defense delegated to the Assistant Secretary of Defense, Installations and Logistics, full power and authority to act for and in the name of the Secretary of Defense, and to exercise the powers of the Secretary of Defense upon any and all matters concerning which the Secretary of Defense is authorized to act pursuant to Public Law 891, 81st Congress, 2d Session (64 Stat. 1120; 46 U.S.C. note preceding 1) except as delegated to the Secretary of the Army insofar as such act is related to the St. Lawrence Seaway Power Project, the St. Lawrence Seaway Navigation Project, and the Great Lakes Connecting Channels Project.

The purpose of the following waiver order designated § 154.35, as well as 33 CFR 19.35, is to waive the navigation and vessel inspection laws and regulations issued pursuant thereto which are administered by the United States Coast Guard as requested by the Assistant Secretary of Defense, Installations and Logistics, and to publish this waiver in the Federal Register. It is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereon) is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by an order of the Acting Secretary of the Treasury dated January 23, 1951, identified as CGFR 51-1, and published in the Federal Register dated January 26, 1951 (16 F.R. 731), the following waiver order is promulgated and shall be in effect to and including June 30, 1962, unless sooner terminated by proper authority, and § 154.35 is revised as follows:

§ 154.35 Department of the Interior vessels operated by Pacific Micronesian Lines, Inc.

Pursuant to the request of the Assistant Secretary of Defense, Installations and Logistics, in a letter dated June 20, 1961, made under the provisions of section 1 of the act of December 27, 1950 (64 Stat. 1120; 46 U.S.C., note preceding 1), and this waiver having been deemed necessary in the interest of national defense, I hereby waive compliance with the provisions of the navigation and vessel inspection laws relating to licensed and unlicensed personnel, pas-

¹ This is also codified as 33 CFR Part 19.

senger quarters, crew quarters, the number of passengers allowed to be carried on freight vessels, technical requirements for stowage for certain dangerous cargoes, and, in addition for vessels of United States registry, the requirements for U.S. Coast Guard type approval of lifeboats and their stores, and the making of repairs, alterations or replacements (ordinarily requiring U.S. Coast Guard approval) in foreign countries, administered by the United States Coast Guard, as well as the regulations issued thereunder and published in 33 CFR Chapter I or in this chapter, to the extent necessary to permit the operation of vessels of the Department of the Interior and now operated by Pacific Micronesian Lines, Inc., or other vessels which may be used as substitutes for such vessels, in the Trust Territory of the Pacific Islands, as well as between the Trust Territory of the Pacific Islands and all the ports of the United States, including its territories and possessions, and foreign ports. In the case of United States registered vessels, the making of repairs, alterations or replacements in foreign countries applies only to structural features and not to portable equipment requiring U.S. Coast, Guard type approval. This waiver order shall be in effect from July 1, 1961, to and including June 30, 1962, unless sooner terminated by proper authority.

(Sec. 1, 64 Stat. 1120; 46 U.S.C., note prec. 1)

Dated: June 29, 1961.

[SEAL] J. A. HIRSHFIELD, Vice Admiral, U.S. Coast Guard, Acting Commandant.

[F.R. Doc. 61-6225; Filed, July 3, 1961; 8:48 a.m.]

SUBCHAPTER S-NUMBERING OF UNDOCU-MENTED VESSELS, STATISTICS ON NUMBER-ING, AND "BOATING ACCIDENT REPORTS" AND ACCIDENT STATISTICS

[CGFR 61-27]

PART 171—STANDARDS FOR NUMBERING

Subpart 171.10—Application for Number

IDAHO SYSTEM OF NUMBERING APPROVED

Acting under the authority delegated by Treasury Department Order 167-32, dated September 23, 1958 (23 F.R. 7605), the Commandant, United States Coast Guard, on June 20, 1961, approved the Idaho system for numbering of motorboats.

As provided in this approval, the Idaho system shall be operative on and after July 15, 1961. On that date the authority to number motorboats principally used in the State of Idaho will pass to that State and simultaneously the Coast Guard will discontinue numbering such motorboats. Those motorboats presently numbered by the Coast Guard after April 1, 1960, shall continue to display that number. To avoid duplicating numbers awarded by the Coast Guard prior to July 15, 1961, none of the numbers issued under the Idaho system are to be assigned the suffix "A."

On and after July 15, 1961, all reports of "boating accidents" which involve motorboats numbered in Idaho and presently required to be reported to the Coast Guard will be reported to the Department of Law Enforcement, State of Idaho, Boise, Idaho, pursuant to Idaho State law (Idaho Senate Bill No. 233, Chapter No. 281, as passed by the 36th Session, Legislature of the State of Idaho and approved March 13, 1961) and the rules and regulations of the Commissioner of Law Enforcement.

Because the amendments to § 171.10-1 (a) and (b), as set forth in this document, are informative rules about official actions performed by the Commandant, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof) is unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 29, 1955 (20 F.R. 4976), to promulgate rules in accordance with the statutes cited with the informative rules below, the following amendments are prescribed with an effective

date of July 15, 1961: In § 171.10-1 To whom made, paragraph (a) is amended by deleting the name "Idaho" in the list of States in which the Coast Guard numbers motorboats; and paragraph (b) is amended by inserting in the list of States having approved numbering systems the name "Idaho" to follow the State of "Georgia." (Sec. 3, 60 Stat. 238, and sec. 633, 63 Stat.

545; 5 U.S.C. 1002, 14 U.S.C. 633) Dated: June 29, 1961

[SEAL] J. A. HIRSHFIELD. Vice Admiral, U.S. Coast Guard, Acting Commandant.

[F.R. Doc. 61-6226; Filed, July 3, 1961; 8:49 a.m.]

Title 50-WILDLIFE AND **FISHERIES**

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Moosehorn National Wildlife Refuge, Maine

The following special regulation is issued.

§ 32.32 Special regulations; big game. for individual wildlife refuge areas.

MAINE

MOOSEHORN NATIONAL WILDLIFE REFUGE

Hunting of big game on the Moosehorn National Wildlife Refuge, Maine, is per- River National Wildlife Refuge, Massa-

missible only under the following conditions:

- (a) Species permitted to be taken: White tailed deer.
- (b) Open season: As prescribed by state law for zone in which refuge is located (November 1 to December 5. 1961, Sundays excluded).
- (c) Season bag limits: As prescribed by state law (one deer of either sex).

(d) Methods of hunting:

- (1) Weapons (describe) -- rifles firing center fire cartridges and shotguns with loads of either rifle slugs, single ball, or buckshot not smaller than single 0 may be used. All state laws regarding use of dogs and other restrictions on method of taking must be observed.
- (e) Description of areas open to hunt-

Hunting is permitted in accordance with (a) above on the posted area which which comprises approximately 21,000 acres and 93 percent of the total refuge and which is described as follows:

Deer may be taken on all areas of the Moosehorn National Wildlife Refuge except:

- (1) Baring Unit. Within the posted closed area surrounding refuge headquarters.
- (2) Edmunds Unit. Within the posted closed area surrounding refuge subheadquarters or all lands of the Edmunds Unit east of U.S. Highway No. 1 and south of the refuge boundary line running from approximately opposite the North Trail junction with U.S. Highway No. 1 to the shores of Cobscook Bay.

(f) Other provisions:

- (1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations. Part 32.
- (2) A Federal permit is required to enter the public hunting area.
- (3) The provisions of this special regulation are effective November 1, 1961 (until revoked).
- (4) All deer taken on the refuge must be presented at refuge checking stations for registration and examination.

M. A. MARSTON, Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

JUNE 26, 1961.

[F.R. Doc. 61-6207; Filed, July 3, 1961; 8:46 a.m.]

PART 32—HUNTING

Parker River National Wildlife Refuge, Massachusetts

The following special regulation is issued.

§ 32.32 Special regulations; big game for individual wildlife refuge areas.

MASSACHUSETTS

PARKER RIVER NATIONAL WILDLIFE REFUGE

Hunting of big game on the Parker

chusetts, is permissible only under the following conditions:

- (a) Species permitted to be taken: White tailed deer.
- (b) Open season: Saturday, November 18, 1961—7:00 a.m., to 4:30 p.m., e.s.t.
- (c) Daily bag limits: 1 deer (either sex) per season.
 - (d) Methods of hunting:
- (1) Bow and arrow. All equipment must comply with state laws.
 - (2) No dogs allowed.
- (e) Description of areas open to hunting: Hunting is permitted in accordance with (a) above on the posted area which comprises approximately 2,000 acres and 33 percent of the total refuge and which is described as follows:

Area. Deer hunting will be permitted on the Plum Island portion of the Parker River Refuge lying between the ocean beach and the east bank of Plum Island River and Plum Island Sound with the exception of posted area lying between the Plum Island road and Plum Island Sound comprising the two impoundments areas and the Patrol Headquarters site.

Maps delineating the area are available at the Refuge office.

- (f) Other provisions:
- (1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in the Title 50, Code of Federal Regulations, Part 32.
- (2) A Federal permit is required to enter the public hunting area.
- (3) The provisions of this special regulation are effective November 18, 1961.

(4) Before leaving the area the hunter must check out and surrender his permit for hunting on the refuge.

M. A. Marston, Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

JUNE 26, 1961.

[F.R. Doc. 61-6208; Filed, July 3, 1961; 8:46 a.m.]

PART 32—HUNTING

Missisquoi National Wildlife Refuge, Vermont

The following special regulation is issued.

§ 32.32 Special regulations; big game for individual wildlife refuge areas.

VERMONT

MISSISQUOI NATIONAL WILDLIFE REFUGE

Hunting of big game on the Missisquoi National Wildlife Refuge is suspended for the 1961 season.

Annual inventory of big game animals indicates the population is such that no hunting should be permitted this year.

M. A. MARSTON, Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

June 26, 1961.

[F.R. Doc. 61-6210; Filed, June 3, 1961; 8:47 a.m.]

PART 32-HUNTING

Bombay Hook National Wildlife Refuge, Delaware

The following special regulation is issued.

§ 32.32 Special regulations; big game for individual wildlife refuge areas.

DELAWARE

BOMBAY HOOK NATIONAL WILDLIFE REFUGE

Hunting of big game on the Bombay Hook National Wildlife Refuge, Delaware, is permissable only under the following conditions:

- (a) Species permitted to be taken: White tailed deer.
- (b) Open season: Saturdays in October, 1961. (October 7, 14, 21, 28). Sunrise to sunset.
- (c) Daily bag limits: One per day—one per season—any deer.
- (d) Methods of hunting: (1) Bow and arrows.
- (e) Description of areas open to hunting: Hunting is permitted in accordance with (a) above on the posted area which comprises approximately 800 acres and 6 percent of the total refuge and is described generally as a portion of the Dutch Neck area excluding pools. Maps showing the exact area open to hunting are available at the Refuge office.
 - (f) Other provisions:
- (1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.
- (2) A Federal permit is required to enter the public hunting area.
- (3) The provisions of this special regulation are effective October 7 through October 28, 1961.

M. A. MARSTON, Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

JUNE_26, 1961.

[F.R. Doc. 61-6209; Filed, July 3, 1961; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Bureau of Narcotics [21 CFR Part 305]

BETAMETHADOL (B-4.4-DIPHENYL-6-DIMETHYLAMINO - 3 - HEPTANOL OR B-6-DIMETHYLAMINO-4,4-DI-PHENYL-3-HEPTANOL), AND FIVE OTHER DRUGS

Addiction-Forming or Addiction-Sustaining Liability or Convertibility

Notice is hereby given pursuant to the provisions of section 4731(g) of the Internal Revenue Code of 1954 (26 U.S.C. 4731(g)), as amended by section 4(b) of the Narcotics Manufacturing Act of 1960 (74 Stat. 57), pursuant to 21 CFR 305.1, and pursuant to section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003), and by virtue of the authority vested in me by the Secretary of the Treasury (Treasury Department Order No. 180-5, August 3, 1960, 25 F.R. 7544), that, after having considered the technical advice of the Secretary of Health, Education, and Welfare, a finding is proposed to be made that the following named drugs possess an addiction-forming or addiction-sustaining liability similar to morphine or are capable of conversion into drugs having an addiction-forming or addiction-sustaining liability similar to morphine with relative technical simplicity and degree of yield as to create a risk of improper use, and are opiates:

1. Betamethadol (B-4,4-diphenyl-6-dimethylamino-3-heptanol or B-6-dimethylamino-4,4-diphenyl-3-heptanol).

2. Etoxeridine (1-[2-(2-h y d r o x y-ethoxy)-ethyl] - 4 - phenylpiperidine-4carboxylic acid ethyl ester) (Atenorax, Atenos, Carbetidine).

3. Levomoramide (1-3-methyl-2,2-diphenyl-4-morpholino-butyryl-pyrroli-

4. Racemoramide (d,1-3-methyl-2,2diphenyl-4-morpholino-butyryl-pyrrolidine).

5. Trimeperidine (1,2,5-trimethyl-4phenyl-4-propionoxypiperidine) medol).

6. Phenoperidine (1-(3-hydroxy-3phenylpropyl) - 4 - phenylpiperidine-4-

carboxylic acid ethyl ester).

Consideration will be given to any written data, views or arguments pertaining to the proposed finding which are received by the Commissioner of Narcotics prior to August 7, 1961. Any person desiring to be heard on the proposed finding will be accorded the opportunity of a hearing in the office of the Commissioner of Narcotics, 1300 E Street NW., Washington 25, D.C., at 10:00 o'clock a.m., August 7, 1961, provided that such person furnishes written notice of his desire to be heard to the Commissioner of Narcotics, Washington 25, D.C., not later than 20 days from the publication

of this notice in the FEDERAL REGISTER. If no written notice of a desire to be heard shall be received within 20 days from the date of publication of this notice in the FEDERAL REGISTER, no hearing shall be held.

[SEAL] HENRY L. GIORDANO, Acting Commissioner of Narcotics.

Approved: June 26, 1961.

A. GILMORE FLUES, Assistant Secretary of the Treasury.

[F.R. Doc. 61-6228; Filed, July 3, 1961; 8:49 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Part 260]

[Docket No. R-201]

CLASS A AND CLASS B NATURAL GAS COMPANIES

Annual Report Form; Notice of **Extension of Time**

JUNE 28, 1961.

Revision of Annual Report Form prescribed for Class A and Class B Natural Gas Companies subject to the Natural Gas Act and to the Commission's Uniform System of Accounts, F.P.C. Form 2: Docket No. R-201.

Upon consideration of various requests for an extension of time within which to file submittals to the notice of proposed rulemaking issued June 5, 1961, in the above-designated matter:

An extension is hereby granted to and including July 20, 1961, within which interested persons may submit data, views. comments and suggestions concerning the proposed amendments. Paragraph 9 of said notice issued June 5, 1961, is amended accordingly.

> JOSEPH H. GUTRIDE. Secretary.

[F.R. Doc. 61-6202; Filed, July 3, 1961; 8:46 a.m.l.

FEDERAL AVIATION AGENCY

[14 CFR Part 60 1

[Reg. Docket No. 787; Draft Release No. 61-151

AIR TRAFFIC RULES

Establishment of Certain Standard **Altimeter Setting**

JUNE 22, 1961.

Pursuant to the authority delegated to me by the Administrator (14 CFR Part 405), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend section 60.25 of Part 60 of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received by September 13, 1961, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available in the Docket Section for examination by interested persons when the prescribed date for the return of comments has expired. Because of the large number of comments anticipated in reply to this draft release, we will be unable to acknowledge receipt of each reply.

Section 60.25 currently requires the use of two different altimeter setting systems. Paragraph (a) of the section establishes the corrected pressure system (QNH) and provides, in essence, that, during flight at and below 23,500 feet MSL, the cruising altitudes shall be maintained by reference to an altimeter set to the current reported altimeter setting of a station along the route of flight within 100 nautical miles. Paragraph (b) of that section establishes the standard pressure system (QNE) and provides that the flight level of aircraft operating at or above 24.000 feet MSL shall be maintained by reference to an altimeter set to the standard atmospheric pressure of 29.92" Hg.

Prior to January 15, 1959, all altitudes were determined by reference to an altimeter set to a corrected atmospheric pressure (QNH). On that date, Civil Air Regulations Amendment 60-13 was adopted and use of the dual system inaugurated. Considerable experience has been gained in the use of the standard pressure system since that date and many favorable comments have been received relative to the improvement in flight safety resulting from the use of

this system.

The QNH system is subject to inherent error. Since its readings are based upon the corrected atmospheric pressure for a specific location at a specific time, it is possible that pressure differences may result in altitude error of 300 feet or more between stations separated by 200 nautical miles. The greater speed typical of modern aircraft necessitates more frequent changes in altimeter settings which, in turn, increase the possibility of error as a result of poor enunciation, difficult radio communication, misreading or missetting of the instrument. The cruising levels of high speed aircraft are predominantly in the higher altitude strata, thus the problems encountered are magnified in this area.

It is proposed herein to amend § 60.25 to require the use of the standard pressure system (ONE) at all times during flight above 14,500 feet MSL and to require the use of the corrected pressure system (QNH) at all times during flight at and below 14,500 feet MSL. It is necessary to recognize in the rule that, whenever the pressure is less than 29.92" Hg., the level of the aircraft would be below the altimeter indication. For this reason, measures to provide terrain clearance and to preclude conflict between the two systems are included here-To remain at or above the minimum safe altitude, the pilot would apply a correction factor graded to various altimeter settings below 29.92" Hg. To maintain the separation provided by the rules governing the use of cruising altitudes, pilots would not select nor controllers assign certain flight levels when the altimeter setting is below 29.92" Hg. The number of flight levels so affected would be dependent on the altimeter setting in the area. Flights operating VFR above 14,500 feet MSL, but less than 3,000 feet above the surface, would not be required to conform to the hemispheric cruising altitude rules and could, therefore, operate at any flight level at or above the minimum safe altitude.

Two tables would be included in the rule. One table specifies the correction factor to be applied so as to remain at or above the minimum safe altitude. The other table specifies the minimum flight level to be used under various atmospheric pressure conditions. Both tables are scaled in increments of 500 feet with respect to altimeter setting increments of one-half inch of mercury.

Section 60.25(c), governing overseas operations, is covered elsewhere and is

considered superfluous. Paragraph (c) will, therefore, be deleted from the regulation.

In consideration of the foregoing, notice is hereby given that § 60.25 of Part 60 of the Civil Air Regulations (14 CFR Part 60) is proposed to be amended as follows:

§ 60.25 Altimeter setting.

The cruising altitude or flight level of aircraft shall be maintained by reference to an altimeter which shall be set:

- (a) At or below 14,500 feet mean sea level (MSL). To the current reported altimeter setting of a station along the route of flight within 100 nautical miles: Provided, That where there is no such station, the current reported altimeter setting of an appropriate available station shall be used: And provided further, That in aircraft having no radio, the altimeter shall be set to the elevation of the airport of departure or appropriate altimeter settings available prior to departure shall be used.
- (b) Above 14,500 feet mean sea level (MSL). To standard atmospheric pressure 29.92" Hg.: Provided, however, That:
- (1) When flight is conducted in accordance with a cruising altitude prescribed in § 60.32 or § 60.44, the lowest usable flight level shall be that specified in the following table:

	Lowest usable
Altimeter setting:	flight level
29.92 or higher 29.91 to 29.42	150
29.91 to 29.42	155
29.41 to 28.92	160
28.91 to 28.42	165
28.41 to 27.92	170
27.91 to 27.42	175

NOTE: For example, when the altimeter setting is reported between 29.41 and 28.92 Hg., a westbound VFR flight conforming to the cruising altitude rules would cruise no lower than flight level 165; an eastbound VFR flight would cruise no lower than flight level 175; an IFR flight conforming to the cruising altitude rules would cruise no lower than flight level 160.

(2) Where the minimum safe altitude, as prescribed in § 60.17, is above 14,500 MSL, the lowest usable flight level shall be the flight level equivalent of the minimum safe altitude plus the number of feet specified in the following table:

•	Correction
	factor
Altimeter setting:	(feet)
29,92 or higher	None
29.91 to 29.42	500
29.41 to 28.92	1.000
28.91 to 28.42	
28.41 to 27.92	
27.91 to 27.42	

Note: For example, the minimum safe altitude of a route is 16,000 feet MSL and the altimeter setting is reported between 29.91 and 29.42 Hg., the lowest usable flight level will be 165, which is the flight level equivalent of 16,500 feet MSL (minimum safe altitude plus 500 feet).

This amendment is proposed under the authority of section 307 of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on June 22, 1961.

D. D. Thomas, Director, Bureau of Air Traffic Management.

[F.R. Doc. 61-6217; Filed, July 3, 1961; 8:47 a.m.]

Notices

DEPARTMENT OF STATE

[Public Notice 192]

CERTAIN FOREIGN PASSPORTS

Validity

Australia, Cambodia, France, Korea, and Lebanon are hereby added to the list of countries which have entered into agreements with the Government of the United States whereby their passports are recognized as valid for the return of the bearer to the country of the foreign issuing authority for a period of six months beyond the expiration date specified in the passport.

This notice amends Public Notice 176 of October 26, 1960 (25 F.R. 10500).

HARRIS H. HUSTON. Acting Administrator, Bureau of Security and Consular Affairs.

JUNE 23, 1961.

[F.R. Doc. 61-6216; Filed, July 3, 1961; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management [Order 679]

CONTRACTS AND LEASES Delegation of Authority

JUNE 27, 1961.

Section 1. Authority of certain offices to enter into contracts and leases. (a) Pursuant to the authority contained in sections 50 and 52 of amended Order No. 2509, of the Secretary of the Interior, the following classes of employees are authorized to enter into contracts for construction, supplies (including the rental of equipment) or services, irrespective of amount; 1 make open market purchases up to \$2,500, and enter into leases for leases of space in real estate as provided in those sections.

Assistant Director—Administration. Chief, Division of Administrative Services. Field Administrative Officers. State Directors.

(b) The Managers of the local offices of the Bureau located at St. Paul, Minnesota, and New Orleans, Louisiana, are authorized to enter into such contracts when the amount in any such contract does not exceed \$2,000.

(c) Hearing Examiners appointed to conduct hearings in accordance with the Federal Range Code (43 CFR Part 161) or the Department's rules of practice (43 CFR Part 221) are authorized to issue purchase orders for reporter's services, not to exceed \$2,500 in cost for any one order, under any applicable contracts for stenographic reporting awarded by the Department or the General Services Administration; and to make open market purchases for such services not to exceed \$1,500. Hearing Examiners are also authorized to enter into contracts for supplies and equipment when the amount in any such contract does not exceed \$500 and the supplies and equipment purchases are non-capitalized in nature.

- (d) The State Directors and Field Administrative Officers may, in writing, redelegate to any qualified employees under their jurisdiction the authority granted under section 1(a). Each redelegation shall be published in the FED-ERAL REGISTER.
- (e) Contracts and leases entered into under this authority must conform with applicable regulations and statutory requirements and are subject to the availability of appropriations.
- SEC. 2. Negotiations of contracts with educational institutions. (a) Pursuant to authority contained in Order 2713, of January 13, 1953, the State Directors and Field Administrative Officers are authorized to negotiate without advertising, pursuant to section 302(c)(5) of the Federal Property and Administrative Services Act of 1949, as amended (41 U.S.C., Sec. 252), contracts for services to be rendered by any University, College, or other educational institution, in connection with programs and activities of the Bureau.
- (b) This authority shall be exercised in accordance with the applicable limitations in the Federal Property and Administrative Services Act of 1949, as amended and in accordance with applicable policies, procedures and controls prescribed by the General Services Administration.

SEC. 3. Revocation. Bureau Order No. 615 and amendments 1 through 5 are hereby revoked.

> H. R. HOCHMUTH. Associate Director.

[F.R. Doc. 61-6211; Filed, July 3, 1961; 8:47 a.m.}

[Document No. 246]

ARIZONA

Notice of Proposed Withdrawal and Reservation of Lands

The Department of Agriculture, U.S. Forest Service, has filed application, Serial No. AR-030567, for the withdrawal of lands described below from all forms of appropriation, including location and entry under the general mining laws, subject to existing valid claims. The applicant desires the lands for use in conjunction with the Palisades Administrative Site on the Coronado National Forest.

The lands involved in the application

GILA AND SALT RIVER MERIDIAN

T. 12 S., R. 16 E. (Unsurveyed), Sec. 4: 5½5½8E¼SW¼, 5½SE¼SW¼ SW¼;

Sec. 9: N'/2 NE 1/4 NW 1/4, NE 1/4 NW 1/4 NW 1/4.

Approximately 45 acres.

For a period of thirty (30) days from the date of publication of this notice. persons having cause may present their objections in writing to the undersigned official of the Bureau of Land Management, Department of the Interior, P.O. Box 148, Phoenix, Arizona.

If circumstances warrant it, a public hearing will be held at a convenient time and place which will be announced. The determination of the Secretary on the application will be published in the FED-ERAL REGISTER. A separate notice will be sent to each interested party of record.

Dated: June 23, 1961.

FRED J. WEILER. State Director.

[F.R. Doc. 61-6212; Filed, July 3, 1961; 8:47 a.m.]

[Document No. 249]

ARIZONA

Small Tract Classification Order; Revocation

Pursuant to authority delegated to me by Bureau Order No. 541, Amendment No. 17, dated April 21, 1961 (26 F.R. 3653), I hereby revoke Small Tract Classification Order No. 25, as corrected, published October 29, 1953, Federal Register Document 53-9190, and November 12, 1953, Federal Register Document 53-9554, insofar as it relates to the following described lands:

T. 15 S., R. 12 E., Sec. 11: W½SE¼, SE¼SE¼; Sec. 14: Lots 1-8, incl.

Approximately 160.18 acres.

At the present time these lands are embraced in Public Land Order 317, dated April 15, 1946, as amended by Public Land Order 922, dated October 20, 1953. The above described lands will remain subject to the provisions of Public Land Order 317, as amended.

Dated: June 23, 1961.

FRED J. WEILER, . State Director.

[F.R. Doc. 61-6213; Filed, July 3, 1961; 8:47 a.m.

DEPARTMENT OF AGRICULTURE

Office of the Secretary **NORTH DAKOTA**

Designation and Extension of Areas for Production Emergency Loans

For the purpose of making production emergency loans pursuant to section 2 (a) of Public Law 38, 81st Congress (12

¹ Two days advance telegraphic notice must be given to the Secretary of the Interior prior to the announcement of a pending award of any contract in excess of \$10,000.

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NOTICES

U.S.C. 1148a-2(a)), as amended, it has been determined that in the following counties in the State of North Dakota a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

NORTH DAKOTA

Grand Forks.

Griggs.

It has also been determined that the production disasters for which the following counties were designated (26 F.R. 1534, 2321, 2809, 3939) have resulted in a continuing need in those counties for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources:

Benson. Mountrail. Bottineau. Nelson. Oliver. Burke. Burleigh. Pembina. Cavalier. Pierce. Divide. Ramsey Renville. Eddy. Emmons. Rolette. Foster. Sheridan. Kidder. Stutsman. Logan. Towner. McHenry. Walsh. Ward. McLean. Wells. Mercer. Morton. Williams.

Pursuant to the authority set forth above, production emergency loans will not be made in any of the counties listed herein after June 30, 1962, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 28th day of June 1961.

> ORVILLE L. FREEMAN, Secretary.

[F.R. Doc. 61-6221; Filed, July 3, 1961; 8:48 a.m.]

PENNSYLVANIA

Designation of Area for Production Emergency Loans

For the purpose of making production emergency loans pursuant to section 2(a) of Public Law 38, 81st Congress (12 U.S.C. 1148a-2(a)), as amended, it has been determined that in the following counties in the State of Pennsylvania a production disaster has caused a need for agricultural credit to mushroom growers not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

PENNSYLVANIA

Chester.

Delaware.

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named counties after June 30, 1962, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

day of June 1961.

ORVILLE L. FREEMAN. Secretary.

[F.R. Doc. 61-6222; Filed, July 3, 1961; 8:48 a.m.]

DEPARTMENT OF COMMERCE

Bureau of the Census

EXPORTS OF PRODUCTS MANUFAC-TURED IN 1960

Notice of Consideration for Survey

Notice is hereby given that the Bureau of the Census is considering a proposal to conduct a survey, under the authority of Title 13, United States Code, sections 181, 224, and 225, approved August 31, 1954, requesting manufacturers to report the volume of products manufactured at each plant in 1960 which are exported. The data have significant application to the needs of the public as they will provide important information on the relationship of the economy of States and other geographic areas to foreign trade. The data requested in this survey are not available from any other sourcegovernmental or private.

The survey, if conducted, shall begin not earlier than 30 days after publication of this notice in the FEDERAL REGISTER.

Copies of the proposed forms and a description of the collection methods are available on request to the Director, Bureau of the Census, Washington 25, D.C.

Any suggestions or recommendations concerning the subject matter of the survey will receive consideration if submitted in writing to the Director within 30 days after the date of this publication.

> RICHARD M. SCAMMON, Director.

[F.R. Doc. 61-6281; Filed, July 3, 1961; 8:52 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-187]

NORTHROP CORP.

Notice of Proposed Issuance of Construction Permit

Please take notice that, unless within fifteen days after the publication of this notice in the FEDERAL REGISTER a request for a formal hearing is filed with the United States Atomic Energy Commission by the applicant or in the case of an intervener a petition for leave to intervene and a request for hearing is filed as provided by the Commission's rules of practice (Title 10, Chapter I, Part 2), the Commission proposes to issue to Northrop Corporation, a construction permit substantially in the form annexed authorizing construction at Hawthorne, California, of a 100 kilowatts (thermal) TRIGA Mark F nuclear re-

Done at Washington, D.C., this 28th actor. Petitions for leave to intervene and requests for formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the AEC's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (1) the application and amendment thereto and (2) a hazards analysis prepared by the Hazards Evaluation Staff of the Division of Licensing and Regulation, both on file at the AEC's Public Document Room. A copy of item (2) above may be obtained at the AEC's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 28th day of June 1961.

For the Atomic Energy Commission.

R. L. KIRK, Deputy Director, Division of Licensing and Regulation.

PROPOSED CONSTRUCTION PERMIT

- 1. By application dated March 21, 1961. and amendment thereto dated May 31, 1961 (hereinafter collectively referred to as "the application") the Northrop Corporation requested a Class 104 license, defined in § 50.21 of Part 50, "Licensing of Production and Utilization Facilities", Title 10, Chapter I, CFR, authorizing construction and opera-tion on its site of a TRIGA Mark F type nuclear reactor (hereinafter referred to as "the reactor").
- 2. The Atomic Energy Commission (hereinafter referred to as "the Commission") finds that:
- A. The reactor will be a utilization facility as defined in the Commission's regulations contained in Title 10, Chapter I, CFR, Part 50, "Licensing of Production and Utilization Facilities";
- B. The reactor will be used in the conduct of research and development activities of the types specified in section 31 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as "the Act");
- C. Northrop Corporation is financially qualified to construct and operate the re-actor in accordance with the regulations contained in Title 10, Chapter I, CFR, to assume financial responsibility for the payment of Commission charges for special nuclear material and to undertake and carry out the proposed use of such material for a reasonable period of time;
- D. Northrop Corporation and its contractor, General Atomics Division of General Dynamics Corporation, are technically qualified to design and construct the reactor;
- E. Northrop Corporation has submitted sufficient information to provide reasonable assurance that the reactor can be constructed and operated at the proposed location without undue risk to the health and safety of the public, and that omitted information necessary to complete the application will be supplied; and

F. The issuance of a construction permit to Northrop Corporation will not be inimical to the common defense and security or to

the health and safety of the public.

3. Pursuant to the Act and Title 10, Chapter I, Part 50, "Licensing of Production and Utilization Facilities", the Commission

hereby issues a construction permit to Northrop Corporation to construct the reactor in accordance with the application. This permit shall be deemed to contain and be subject to the conditions specified in §§ 50.54 and 50.55 of said regulations; is subject to all applicable provisions of the Act and rules, regulations and orders of the Commission now or hereafter in effect; and is subject to the additional conditions specified below:

A. The earliest completion date of the reactor is October 1, 1961. The latest completion date of the reactor is June 1, 1962. The term "completion date", as used herein, means the date on which construction of the reactor is completed except for the introduction of the fuel material; and

B. The reactor shall be constructed and located on the Northrop Corporation site in Hawthorne, California, as specified in the application.

4. This permit is provisional to the extent that a license authorizing operation of the reactor will not be issued by the Commission unless Northrop Corporation has submitted to the Commission, by amendment of the application, additional data to complete the hazards analysis for operating the proposed reactor and the Commission has found that the final design provides reasonable assurance that the health and safety of the public will not be endangered by operation of the reactor in accordance with the specified procedures.

5. Upon completion (as defined in paragraph 3A above) of the construction of the reactor in accordance with the terms and conditions of this permit, upon the filing of the additional information needed to bring the original application up-to-date, and upon finding that the reactor authorized has been constructed and will operate in conformity with the application, as amended, and in conformity with the provisions of the Act and of the rules and regulations of the Commission, and in the absence of any good cause being shown to the Commission why the granting of a license would not be in accordance with the provisions of the Act, the Commission will issue a Class 104 license to Northrop Corporation pursuant to section 104c of the Act, which license shall expire ten years after the date of this construction permit.

Date of issuance:

For the Atomic Energy Commission.

[F.R. Doc. 61-6197; Filed, July 3, 1961; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 12684; Order E-17039]

BRANIFF AIRWAYS, INC.

Increased Day Coach Fares; Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 28th day of June 1961.

By tariff revision marked to become effective July 1, 1961, Braniff Airways, Inc. (Braniff) proposes to increase its day coach fares to a level equaling 85 percent of first-class fares. In substance, the carrier contends that the present 25 percent differential in fares for these services no longer reflects realistically the relative value of each service to the passenger and that, as a consequence, it is sustaining uneconomic diversion of traffic from its first-class services. Braniff notes that coach service is presently provided in aircraft equally

as modern as those used in first-class service and alleges that the in-flight services are essentially distinguishable only as to size and spacing of seats and the elaborateness of meal service.

While from the passenger's point of view the disparity in the quality of firstclass and coach service has diminished. particularly in that the increasing use of dual-configured aircraft has tended to equalize scheduling convenience and the speed advantage, the differential in seating density has not diminished. This was the primary distinction upon which the 25 percent fare differential was originally predicated. Accordingly, a shift in traffic to coach service should not, of itself, adversely affect a carrier's profit position and the answer to declining first-class load factors would seem to lie, in part at least, in an adjustment in the capacity offered in that service. Moreover, we are of the opinion that the relatively more rapid growth in coach traffic reflects, in addition to the improved value of this service, a natural trend in the development of the air transportation market which is now manifesting itself as the availability of coach service approaches that of firstclass service. Accordingly, in the absence of a cost basis for a change in the fare structure as proposed and since an increase in coach fares may operate to restrict normal and full traffic development, we are unable to conclude that Braniff's proposal is warranted.

On the basis of facts and information now available, the Board finds that the proposed overall increase in day coach fares may be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, and that the tariff should be investigated. Further, since we can find no cost basis upon which to justify a departure from the Board's present coach policy and since a significant increase in fares is involved, we have determined to suspend the operation of the tariff and defer the use thereof pending such investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 1002 thereof: It is ordered:

1. That an investigation be instituted to determine whether the fares and provisions shown on 31st Revised Page 59 of Agent C. C. Squire's C.A.B. No. 44 are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial or otherwise unlawful, to determine and prescribe the lawful fares and provisions.

2. That pending such investigation, hearing, and decision by the Board, all fares and provisions (except those between Amarillo and Lubbock; Austin, Texas, on the one hand, and Dallas, Fort Worth, and San Antonio, on the other; Colorado Springs and Denver; Corpus Christi and Houston; Des Moines and Kansas City; Kansas City, on the one hand, and Omaha and St. Louis, on the other; Lubbock and Wichita; Memphis and Nashville, New York and Washington; Newark and Washington; Newark and Washington; Oklahoma City, on the one hand, and Tulsa and Wichita, on the other) appearing on 31st Revised Page 59 of Agent C. C.

Squire's C.A.B. No. 44 are hereby suspended and their use deferred to and including September 28, 1961, unless otherwise ordered by the Board, and that no changes whatsoever be made therein during the period of suspension except by order or special permission of the Board.

3. That the proceeding ordered herein be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated.

4. That copies of this order be filed with Agent C. C. Squire's C.A.B. No. 44, and a copy be served upon Braniff Airways, Inc., which is made a party to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

HAROLD R. SANDERSON, Secretary.

[F.R. Doc. 61-6234; Filed, July 3, 1961; 8:49 a.m.]

[Docket 10946; Order E-17032]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 28th day of June 1961.

In Order E-15511, dated July 7, 1960, the Board approved the above-designated agreement adopted by Joint Conference 1-2-3 of the International Air Transport Association (IATA), promulgated in IATA Memorandum JT123/Rates 561, naming a specific commodity rate for Item 1100, from New Delhi to New York. The Board limited its approval of the agreement to one year through July 14, 1961, subject to the right of the parties to the agreement to refile at that time for further approval by the Board.

By letter of June 20, 1961, the Secretary of Traffic Conference 1 of IATA, acting on behalf of the United States flag carriers, refiled the above-described agreement under section 412(a) of the Federal Aviation Act of 1958 (the Act) for the purpose of obtaining approval by the Board of its continued effectiveness beyond July 14, 1961.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the continued effectiveness of the above-designated agreement to be adverse to the public interest or in violation of the Act.

Accordingly, it is ordered, That:

1. Approval of Agreement C.A.B. 12179, which incorporates IATA Memorandum JT123/Rates 561, is extended for the full period of the intended effectiveness of the agreement.

2. Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service, submit statements in writing, containing reasons deemed appropriate together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the

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statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such comments filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, Secretary.

[F.R. Doc. 61-6196; Filed, July 3, 1961; 8:45 a.m.]

[Docket No. 12422 etc., Order E-17029]

W.T.C. AIR FREIGHT ET AL.

Air Freight Rate Changes; Order Dismissing Complaints

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 27th day of June 1961.

In the matter of the complaints of Western Transportation Co., Inc. d/b/a W.T.C. Air Freight, Airborne Freight Corporation, Jet Transportation, Inc., d/b/a Jet Air Freight, Trans World Airlines, Inc., Dockets 12422, 12424, 12436, and 12447; against air freight rate changes proposed by the Flying Tiger Line.

By tariff filing effective June 1, 1961, The Flying Tiger Line, Inc., reduced rates on various commodities in Group 37 from Los Angeles and San Francisco to major eastern and midwestern markets by 2 to 8 percent for the several weight breaks.

Complaints requesting investigation and suspension of the freight rates proposed by Flying Tiger have been filed by Western Transportation Co., Inc. (W.T.C.), Airborne Freight Corporation. Jet Transportation, Inc. (Jet), and Trans World Airlines, Inc. The complaints allege that the 100 pound rates proposed by Flying Tiger are unjust and unreasonable, unjustly discriminatory, unduly preferential, and unduly prejudicial. In support of their positions, these complainants assert that the proposals are without economic justification and that, over-all, the recent rate reductions 2 of the direct air carriers constitute a destructive rate war which should be terminated. The complaints state that the proposed rates will not reflect the reductions in Flying Tiger's costs which result from the increased weight of larger shipments and that the volume

spreads under the tariff will be insufficient to permit air freight forwarders to operate at a profit.

In its complaint Airborne states that it "* * * does not intend to comment on whether a given rate is compensatory and will reasonably compensate a direct carrier." It leaves this facet of the ratemaking criteria of the Act to the Board and to the direct carriers and apparently confines its interest to the companion consideration of volume spreads upon which it states the continued existence of the air freight forwarders depends. Airborne therefore has requested an investigation of the present rate situation to establish a fixed minimum formula which will provide adequate price differentials between fixed weight breaks so that the forwarder may receive reasonable compensation for generating freight.

Flying Tiger has filed an answer to the complaints, stating that it filed the revised tariff to reduce its Group 37 commodities' rates to the level set by TWA for the stated volume breaks and adjusted its 100-pound rate to maintain the same ratio or weight breaks between the 100 pounds and 1,000 pounds which has prevailed in the past and that it had lowered the rates fairly, equitably and nondiscriminatorily to all sized shippers. Flying Tiger alleges that to increase the total volumes of the specific commodities here involved it is essential to lower the 100-pound rate as an incentive to attracting new traffic.

In prescribing lower minimum rates for certain eastbound and northbound traffic the Board recognized that with a back-haul problem as to such traffic. there is an inherent advantage in the availability of space which can be utilized at little added cost, and that to prohibit ratewise the use of such space would require higher rates in the predominate direction. Air Freight Rate Investigation (Directional Rates), 11 C.A.B. 228 (1960). The prescribed minimum directional rates were established susbtantially above the estimated out-ofpocket costs so as to result in a contribution to overhead and in the circumstances be remunerative to the carriers. Flying Tiger's rates are above the Board's prescribed directional minimum rates, and no complainant has contended that they are inconsistent with the criteria prescribed in the Board's orders for such directional rates. Flying Tiger's proposal will retain the Group 37 volume spreads between the 100-pound and 1,000-pound weight breaks existing prior to the Trans World Airlines tariff change effective March 24, 1961 for shipments of 2,000-9,999 pounds. Flying Tiger's change results in equal or greater spreads below the 100-pound rate than previously existed in a majority of cases. but for shipments of 10,000 pounds and above, the spreads are generally smaller. Flying Tiger has asserted that to increase total volumes of the specific commodities here involved it is essential to lower the 100-pound rate which is the rate paid by the originating shipper to

In these circumstances, the Board finds that an investigation of the revised

the air carrier.

tariff is not warranted and that the requests therefor, and consequently the requests for suspension, should be denied.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 1002 thereof: It is ordered, That:

The complaints of Western Transportation Co., Inc., Airborne Freight Corporation, Jet Transportation, Inc., and Trans World Airlines, Inc., Dockets 12422, 12424, 12436, and 12447 respectively be dismissed.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 61-6233; Filed, July 3, 1961; 8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-16869, 17396]

HOPE NATURAL GAS CO. AND UNITED FUEL GAS CO.

Notice of Applications and Date of Hearing

JUNE 27, 1961.

Hope Natural Gas Company, Docket No. G-16869; United Fuel Gas Company, Docket No. G-17390.

Take notice that on October 31, 1958, Hope Natural Gas Company (Hope), 445 West Main Street, Clarksburg, West Virginia, filed in Docket No. G-16869 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and exchange of natural gas with Atlantic Seaboard Corporation (Atlantic) and United Fuel Gas Company (United) pursuant to an agreement between the three aforesaid companies dated October 3, 1958, which agreement supplemented an original agreement dated November 1, 1956 (as supplemented on November 7, 1957) by including thereunder certain additional acreage in the Blackwater Anticline Field and raising the maximum daily delivery by Hope to Atlantic (as authorized by order issued March 31, 1958, in Docket Nos. G-12571, et al.) from 90,000 Mcf to 120,000 Mcf.

The additional acreage involved hereunder consists of production properties of Columbian Carbon Company (Columbian) in the so-called Southern Extension of the Blackwater Anticline Field from which the sale of gas by Columbian to Hope was authorized by order issued May 1, 1959, in Docket No. G-16678.

On December 24, 1958, United Fuel Gas Company, P.O. Box 1273, Charleston 25, West Virginia, filed in Docket No. G-17390 a related application pursuant to section 7(c) of the Natural Gas Act for authorization for the exchange of additional volumes of natural gas with Hope pursuant to the above-mentioned supplemental agreement of October 3, 1958.

No additional facilities will be required for the new and increased exchanges of natural gas under the applications herein. The purpose of the proposals is

¹The Trans World complaint requesting suspension was not filed in accordance with rule 504 (14 CFR Part 505). ABC Air Freight filed a telegram in support of the Airborne complaint and Allied Airfreight, Inc. filed a telegram and letter in support of the Airborne complaint. These communications are filed in Docket 12424.

² By recent tariff revisions filed by various airlines many rate reductions have been effected for certain commodities moving from the West Coast to points in the midwest and northeast. Generally these reductions have been accomplished by transferring various commodities into the relatively low rate Group 37 or by reducing the rates for commodities in other commodity groups to the Group 37 level.

the same as in the aforesaid Docket Nos. G-12571, et al., viz., "the delivery of larger volumes of natural gas to existing customers with a minimum of new construction while realizing a saving in transportation costs."

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on July 27, 1961, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such applications: Provided, however, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests or petitons to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before July 17, 1961. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE, Secretary.

[F.R. Doc. 61-6201; Filed, July 3, 1961; 8:45 a.m.]

[Docket No. E-7001]

NORTHERN STATES POWER CO. Notice of Application

JUNE 27, 1961.

Take notice that on June 23, 1961 an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Northern States Power Company (Applicant), a corporation organized under the laws of the State of Minnesota and doing business in the States of Minnesota, North Dakota and South Dakota with its principal business office at Minneapolis, Minnesota, seeking an order authorizing the issuance of \$20,000,000, principal amount of First Mortgage Bonds, Series due August 1, 1991. Applicant proposes to issue the aforesaid First Mortgage Bonds under a Trust Indenture dated February 1, 1937, from Applicant to Harris Trust and Savings Bank, Trustee, as heretofore supplemented and as to be

further supplemented by a Supplemental Trust Indenture to be dated as of August 1. 1961. The interest rate of the First Mortgage Bonds will be determined under the principal of competitive bidding and it is expected that the New Bonds will be issued on August 15, 1961. Applicant states that the proceeds from the issuance and sale of the First Mortgage Bonds will be used to pay in part the expenditures incurred and to be incurred in 1961 in connection with Applicant's construction program (presently estimated at \$42,715,000), including the payment of any then existing bank notes (estimated at \$14,000,000), and that the balance of the funds required for 1961 construction will be obtained from treasury cash and funds derived from operations during 1961.

Any person desiring to be heard or to make any protests with reference to said application should on or before the 17th day of July 1961 file with the Federal Power Commission, Washington 25, D.C., petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

Joseph H. Gutride, Secretary.

[F.R. Doc. 61-6199; Filed, July 3, 1961; 8:45 a.m.]

[Docket No. CP61-64]

TRANSCONTINENTAL GAS PIPE LINE CORP.

Notice of Hearing

JUNE 27, 1961.

Take notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on July 18, 1961, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by the application filed by Transcontinental Gas Pipe Line Corporation in Docket No. CP61-64: Provided, however, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

The application herein has been duly noticed by publication in the FEDERAL REGISTER on October 26, 1960 (25 F.R. 10284). Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the inter-

mediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE, Secretary.

[F.R. Doc. 61-6200; Filed, July 3, 1961; 8:45 a.m.]

OFFICE OF CIVIL AND DEFENSE MOBILIZATION

MISSOURI

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, Executive Order 10773 of July 1, 1958, and Executive Order 10782 of September 6, 1958 (18 F.R. 407, 22 F.R. 8799, 23 F.R. 5061, and 23 F.R. 6971); by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; and in furtherance of a declaration by the President in his letter to me dated May 27, .1961, reading in part as follows: "I hereby determine the damage in the various areas of the State of Missouri adversely affected by floods beginning on or about May 1, 1961, to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following areas in the State of Missouri to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of May 27, 1961.

The city of St. Louis and the counties of:

Montgomery. Bates. Benton. Morgan. New Madrid. Bollinger. Oregon. Butler. Camden. Ozark. Cape Girardeau. Pemiscot. . Carter. Phelps. Pike. Cedar. -Christian Polk. Reynolds. Crawford. Ripley. Dade. St. Charles. Dent. Douglas. Dunklin. St. Clair. St. Louis. Franklin. Scott. Henry. Shannon. Hickory. Stoddard. Texas. Howard. Howell. Vernon. Jasper. Warren. Laclede. Washington. · Wayne. Madison. Webster. Miller. Mississippi. Wright.

Dated: June 22, 1961.

FRANK B. ELLIS, Director.

[F.R. Doc. 61-6198; Filed, July 3, 1961; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24SF-2539]

GREAT DIVIDE MINING CORP.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

JUNE 27, 1961.

I. Great Divide Mining Corporation (issuer), a Nevada corporation, filed with the Commission on September 19, 1958 a notification and offering circular which related to an offering of 300,000 shares of its \$1 par value common stock at an offering price of \$1 per share, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933 as amended, pursuant to section 3(b) thereof and Regulation A promulgated thereunder.

II. There is reasonable cause to believe that the issuer has failed to cooperate with the Commission in connection with its proposed offering under Regulation A in that the issuer has refused to respond to letters and telephone calls from the Commission's staff with respect to amendment of the revised notification and offering circular.

III. It is ordered, Pursuant to Rule 261(a) of the General Rules and Regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission, for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL] ORVAL L. DuBois, Secretary.

[F.R. Doc. 61-6215; Filed, July 3, 1961; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 29, 1961.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37229: Bituminous coal to Camp LeJeune, N.C. Filed by O. W. South, Jr., Agent (SFA No. A4113), for interested rail carriers. Rates on bituminous coal, as described in the application, in carloads, from mines in Alabama, Kentucky, Tennessee, and Virginia to Camp LeJeune, N.C..

Grounds for relief: Maintain origin

rate relationship.

Tariffs: Supplements 29 and 42 to Southern Freight Association tariffs I.C.C. S-64 and S-62, respectively, and supplement 98 to Southern Railway Company's tariff I.C.C. A-11352.

FSA No. 37230: Beet or cane sugar from Worland and Lovell, Wyo. Filed by Southwestern Freight Bureau, agent (No. B-8044), for interested rail carriers. Rates on sugar, beet or cane, as described in the application, in carloads or tankcarloads, from Worland and Lovell, Wyo., to points in Texas.

Grounds for relief: Market competition.

Tariff: Supplement 58 to Southwestern Freight Bureau tariff I.C.C. 4057.

FSA No. 37231: Petroleum and petroleum products from and to Prodco, Kans. Filed by Southwestern Freight Bureau, Agent (No. B-8045), for interested rail carriers. Rates on petroleum and petroleum products and related articles, as described in the application, in carloads and tank-car loads, from Prodco, Kans., to points in southern, southwestern, official (including Illinois), and western trunk-line territories; also from points in southwestern territory to Prodco, Kans.

Grounds for relief: Market competition and grouping.

Tariffs: Supplement 18 to Southwestern Freight Bureau tariff I.C.C. 4410, and other schedules named in the application.

FSA No. 37232: Wrought iron or steel pipe from Fairfield and North Birmingham, Ala. Filed by Southwestern Freight Bureau, Agent (No. B-8046), for interested rail carriers. Rates on pipe, wrought iron or steel and related

articles, in carloads, from Fairfield and North Birmingham, Ala., to points in Texas

Grounds for relief: Market competi-

Tariff: Supplement 241 to Southwestern Freight Bureau tariff I.C.C. 4116.

By the commission.

[SEAL] HAROLD D. McCoy, Secretary.

[F.R. Doc. 61-6218; Filed, July 3, 1961; 8:47 a.m.]

[Notice 516]

MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 29, 1961.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 63863. By order of June 27, 1961, Division 3, approved the transfer to Bulk Carriers Limited, Toronto, Ontario, Canada, of Certificates Nos. MC 116889 and MC 116889 Sub 1, issued October 6, 1958 and October 2, 1958, respectively, to Samuel L. Gascho & Son, Limited, Burlington, Ontario, Canada, authorizing the transportation of: Cement, in bulk, from ports of entry on the United States-Canada Boundary Line, at Niagara Falls and Buffalo, N.Y., and at or near Alexandria Bay, N.Y., to points in that part of New York west of Delaware, Otsego, Herkimer and St. Lawrence Counties, N.Y.; calcium chloride, in bags, and in bulk, from Ludington, and Midland, Mich., to the United States-Canada Boundary Line at port of entry at or near Port Huron, Mich.; and Salt, from the port of entry on the United States-Canada Boundary Line at or near Detroit, Mich., to points in Michigan as excepted. Walter N. Bieneman, Guardian Building, Detroit, Mich., attorney for applicants.

[SEAL] HAROLD D. McCoy, Secretary.

[F.R. Doc. 61-6219; Filed, July 3, 1961; 8:48 a.m.]

CUMULATIVE CODIFICATION GUIDE-JULY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during July.

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Now Available

CFR SUPPLEMENTS

(As of January 1, 1961)

The following books are now available:

Title 26, Part 1 (§§ 1.0–1—1.400) (Revised) (\$5.50)

Title 26, Part 1 (§§ 1.401–1.860) (Revised) (\$5.50)

Title 26 (Parts 30—39) (Revised) (\$3.50)

Title 26 (Parts 500–599) (Revised) (\$4.25)

Previously announced:

1960 Supplement to Title 3 (\$0.50); Title 5 (Revised) (\$4.00); Title 6 (\$2.25); Title 7, Parts 1-50 (\$0.55); Parts 51-52 (\$0.60); Parts 53-209 (\$0.55); Parts 210-399 (\$0.35); Parts 400—899 (\$1.25); Parts 900—959 (\$1.75); Parts 960 to end (\$2.75); Title 8 (\$0.40); Title 9 (\$0.40); Titles 10-13 (\$0.75); Title 14, Parts 200-399 (Revised) (\$1.50); Parts, 400-599 (Revised) (\$1.00); Parts 600 to end (Revised) (\$2.25); Title 15 (\$1.25); Title 16 (\$0.35); Title 17 (\$1.00); Title 18 (Revised) (\$6.75); Title 19 (Revised) (\$5.50); Title 20 (Revised) (\$5.50); Title 21 (\$1.75); Titles 22-23 (\$0.50); Title 24 (\$0.55); Title 25 (\$0.50); Title 26, Parts 20-29 (Revised) (\$4.25); Parts 300-499 (Revised) (\$4.00); Title 27 (Revised) (\$3.00); Titles 28-29 (\$1.75); Titles 30-31 (\$0.60); Title 32, Parts 1—39 (Revised) (\$5.50); Parts 40-399 (Revised) (\$4.00); Parts 400-699 (\$2.00); Parts 700-799 (\$1.00); Parts 800-999 (\$0.40); Parts 1000-1099 (\$1.00); Parts 1100 to end (\$0.60); Title 32A (\$0.60); Title 33 (\$1.75); Title 35 (\$0.30); Title 36 (\$0.30); Title 37 (\$0.30); Title 38 (\$1.25); Title 39 (\$1.50); Titles 40-41 (Revised) (\$1.50); Title 42 (\$0.35); Title 43 (\$1.00); Title 44 (\$0.30); Title 45 (\$0.40); Title 46, Parts 1-145 (\$1.25); Parts 146-149 (\$1.00); Parts 150 to end (\$1.00); Title 47, Parts 1-29 (\$1.25); Parts 30 to end (\$0.40); Title 49, Parts 1—70 (\$1.00); Parts 71—90 (\$1.00); Parts 91-164 (\$0.50); Parts 165 to end (Revised) (\$5.00); Title 50 (Revised)

Order from Superintendent of Documents, Government Printing Office, Washington 25, D.C.